

The TEXACO STAR



*Santo Tomas University, Manila, Philippine Islands
Oldest University under the American Flag*

A GREAT part of all
mischief in the world
arises from the fact
that men do not sufficiently
understand their own aims.
They undertake to build a
tower and spend no more la-
bor on the foundation than
would be necessary to build
a hut.

—*Goethe.*

The TEXACO STAR

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The Federal Trade Commission

On February 6 Governor McMaster of South Dakota telegraphed President Coolidge requesting action by the Federal Government to control the price of gasoline. The President promptly called upon the Federal Trade Commission to make an investigation and report. The investigation then begun is still in progress. Oil companies were called upon to answer questionnaires and to furnish numerous schedules relating to their business. The Texas Company responded with promptness and in full coöperation. It assigned a force of men to the work, diverting them from other duties, and they have striven diligently to meet all requirements. They have collaborated day after day and week after week with agents of the Commission in a straightforward effort to supply the information desired. It is difficult to estimate in dollars and cents the expense to the company, but it is safe to say that if the work had been done by independent accountants it would have cost at least \$50,000. The expense, of course, is not the point in the story; it is mentioned merely with the thought that it applies in the case of every company similarly situated, and that, in view of the aggregate, coupled with the large amount of taxpayers' money expended by the government, the investigation would be expected to occupy a high plane and serve a useful purpose.

On February 25, while all hands were deep in the task of developing at the general office at Houston the information sought, agents of the Commission called at our Denver office and requested permission to examine the files of the company. This request was courteously declined, under telegraphic instructions from the writer, on the ground that the Commission had no right to go into the files on a fishing expedition. The Commission was referred to the writer for any further discussion of the matter. It thereupon sent its attorney for conference, with the result that the company declined to change its attitude. The Federal district courts already had decided several cases involving the point, and these decisions were referred to and relied upon by the company. The ruling of the cases was in effect that such examinations constitute an unreasonable search and are prohibited by the Constitution of the United States in the Fourth Amendment, reading as follows:

"The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized."

Apparently the Commission was not satisfied, and for the moment it may have been justified in saving the point, because at that time there had been no final decision directly in point by the Supreme Court of the United States. But, in a few days, or, to be exact, on March 17, in the case of *Federal Trade Commission v. American Tobacco Company*, the Supreme Court settled the question definitely, holding that the Commission lacked the power asserted. Mr. Justice Holmes, in writing the unanimous opinion of the court said:

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"It is contrary to the first principles of justice to allow a search through all the respondent's records, relevant or irrelevant, in the hope that something will turn up."

And the court also said:

"Anyone who respects the spirit as well as the letter of the Fourth Amendment would be loath to believe that Congress intended to authorize one of its subordinate agencies to sweep all our traditions into the fire (*Interstate Commerce Commission v. Brimson*, 154 U. S. 447, 479, 14 Sup. Ct. 1125, 38 L. Ed. 1047), and to direct fishing expeditions into private papers on the possibility that they may disclose evidence of crime."

And yet further:

"We have considered this case on the general claim of authority put forward by the Commission. The argument for the government attaches some force to the investigations and proceedings upon which the Commission had entered. The investigations and complaints seem to have been only on hearsay or suspicion—but even if they were induced by substantial evidence under oath the rudimentary principles of justice that we have laid down would apply. We cannot attribute to Congress an intent to defy the Fourth Amendment or even to come so near to doing so as to raise a serious question of constitutional law."

This, it would seem, should have settled the matter. But it did not satisfy the Commission, for nine days later, on March 26, representatives of the Commission called at our Chicago office with the same kind of request that had been presented at Denver, and our sales superintendent, assuming that the Government would not assert a right which it did not have, permitted them to examine the files of that office. Then still later, on April 8, representatives of the Commission undertook the same thing at Houston, but this time they were not allowed to accomplish their purpose. It will be observed that the occurrences at Chicago and Houston were subsequent to the conference with the writer as president of the company. They were also subsequent to the decision of the Supreme Court settling the very question involved, and settling it against the Commission.

The company was not in fear of its files showing anything criminal, illegal, or improper. It simply took the position that the request of the Commission was unreasonable. If business is to be carried on successfully there must be some limit to impositions of the kind attempted. The Commission had no more right

to have its agent prowl through these files than it has to search the clothes on the back of a citizen. If its subordinates had proceeded without the authority or approval of the Commission they could be excused on account of possible ignorance. But that hardly applies to the Commission itself.

And this is not the first time that the company has been unfairly treated by the Federal Trade Commission. There was an investigation in 1916 of the price of gasoline in 1915, pursuant to Senate resolutions of the Sixty-third Congress. Final report was made by the Commission on April 11, 1917. In that investigation the Commission had the coöperation of this company just as fully and completely as it has had in the present investigation, and as it will have in every future investigation. The Commission then did not go so far as to embark on fishing expeditions, but in its report it did grave injustice to this company. At that time it seemed doubtful in the public mind whether there were any oil companies of consequence that were not controlled by what was known as Standard Oil interests. The Texas Company from its beginning had been an independent in every sense of the word. It had passed through competitive struggles with members of the Standard group which but few can appreciate. It had proclaimed its independence at all times, and if it was not truly independent it had misrepresented its status. Being in apparent competition with members of the Standard group, it was sailing under false colors if this status was not actual. What happened? The Commission in its report, at page 144, in discussing the matter of competition and the dominant position of Standard companies, made the following statement:

"Standard stockholders owned about . . . 25 percent of the stock of The Texas Company."

And at page 157 it was said:

"In 1915 over 20 percent of The Texas Company stock was owned by stockholders of Standard companies."

Note the fact that the ownership was not said to be by Standard companies. The statement was ownership by stockholders of Standard companies. But fancy the impression upon the public mind!

When this report came out the writer, then general counsel of the company, went to Washington to ascertain the basis of these statements, and it developed that the Com-

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mission had employed a remarkable process. In 1915 this company had only about 1,500 stockholders, and approximately 27 percent of its stock was held in the names of brokerage houses. (At the present time it has over 30,000 stockholders, and only about 15 percent is held in the names of brokerage houses.) These houses, as a rule, did not own the stock themselves in any true sense but carried it for clients on margin. This applies also to every other stock of importance; they carry in the same manner railroads, industrials, and what not; and the practice is not limited to listed stocks but includes curb stocks and those which are traded in over the counter. Almost every important house carries more or less stock of our company and at the same time more or less stock of every other leading company, for clients in the manner stated. Now the Commission, having required the various oil companies to furnish lists of their stockholders, compared these stock lists and found that from 20 to 25 percent of our stock stood in the names of houses which appeared on the stock lists of companies in the Standard group, and every share of our stock thus held was put down as stock held by a stockholder of a Standard company. To illustrate, if a house held 50,000 shares of our stock and one share of some Standard company, 50,000 shares of our stock was considered held by a stockholder of the Standard company. And this was done although the client for whom the house carried our stock owned none of the other stock and the house itself owned none of either. To further illustrate the possibilities of the process, suppose the brokerage houses had held over 50 percent of our stock: The statement could have been control. Or, suppose a single house had held over 50 percent of ours and one share of some Standard company: It could have been control again. Yet no sane person would believe that in such case the brokerage house would or could exert an influence upon operations, as was implied. The Commission insisted on holding in confidence the stock lists received, but as nearly as could be made out practically none of our stock was held by those who were stockholders of any Standard company, outside of brokers. Inevitably, when there is a substantial number of stockholders, it will occur that some investors in a company like ours will be investors also in other oil companies. But there was no indication that any holder of a substantial block of any Standard company or any officer

or dominant stockholder in that group held any shares in our company. No Standard company held any. The finding was based upon the holdings of brokerage houses, and the Commission could just as well have said that 20 or 25 percent of our stock was held by stockholders of the Steel Corporation or by stockholders of any one of the great railroad systems of the country. To be sure, investors had the lawful right to place their money where they chose, but they had not placed it as these statements indicated, and the statements were made for a purpose. That purpose was to picture a situation which did not in fact exist, a situation which would indicate that apparent competitors were not competitors at all but were interlocked and associated. The Commission was requested to correct its findings, or at least supplement them by a statement of the facts in full, but this it declined to do. Its report was distributed broadcast over the land. Shortly afterwards one Henry H. Klein of New York City embarked upon the enterprise of writing up big business, and oil companies in particular. His articles were syndicated and carried in the press of the country. They were put in book form in 1921. The book is entitled "Dynamic America and Who Owns It." At page 80 the author quotes, as he did in the syndicated articles, the statement of the Commission and cleverly shades the meaning to carry out his theme. Others followed suit, and the Commission's statement was quoted as authority. It was an official finding by governmental authority. And not so long ago the writer had occasion to visit his sister in Denton, Texas, where her two daughters were attending the College of Industrial Arts, a state institution. Here he was informed that a short time before one of the professors, in a lecture to his class, which included one of these girls, had made the bald statement that The Texas Company was controlled by the Standard Oil Company, citing the report of the Federal Trade Commission.

The purpose of these observations upon the report of 1917 is not a thrust at the Standard companies. Perhaps their grievance was as great as ours. The facts have been stated in black and white so that the reader can draw his own conclusions. The thing has been burning for seven years. It might have smouldered and died but for the recent aggression of the Commission. Yet this editorial is not written in ill feeling or rebellion. Rather,

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it is written as an unadorned recital of fact with the thought that it may be constructive. Members of our organization should not feel that we are at war with the Commission. It is sufficient if they understand that we act under the first law of nature. If we do not defend ourselves we shall not be defended. If, seeing the place where official activity ends and private rights begin, we have not the courage to speak and act, we are unworthy of trust and our self-respect is forfeited. One beauty of our system of government is that every citizen, high or low, has the right to be heard if the government goes too far, and he is not hanged or put in stocks if he states the facts. The Federal Trade Commission is an important tribunal and was needed. Commercial enterprises are often inclined to be greedy or unfair, the public needs protection, and there should be a commission to interpret and enforce the rules of commercial justice. The conception of the Commission, as shown by the act of Congress creating it, is a fair and impartial tribunal void of partisanship and incapable of misrepresentation. Its decisions should be judicial and its proceedings should be conducted with scrupulous regard of the rights of parties. It is not a prosecutor, and neither is it supposed to defend. It should have the unqualified support and co-operation of every business institution in the land to the fullest extent that respect for private rights will permit. So far as our company is concerned, we will continue to aid the Commission in every lawful way. We will support the Constitution of the United States and the laws of our country. We will obey them as we understand them. At loss and inconvenience to ourselves we will respond to every proper demand of the Commission. And we hope there will be no further trouble.

—Amos L. Beaty.

The cost of our governmental excesses, aside from wastes and injuries, is indicated by the National Industrial Conference Board whose figures show 3,400,000 on federal, state, and municipal payrolls. Out of every 12 persons over 16 years old who are wage or salary earners one is on a governmental payroll. Their pay costs \$91 a year for every person over 16 years old who is receiving salary or wages. The amount paid is 46% of the wages of all employees of factories producing over \$5,000 of goods a year. Not long ago one of our principal crops would overpay the expense of government; today our cotton, corn, wheat, and oats combined are far from sufficient.

Courage

Courage, the highest gift, that scorns to bend
To mean devices for a sordid end;
Courage, an independent spark from Heaven's
bright throne,
By which the soul stands raised, triumphant,
high, alone—
The spring of all brave acts is seated here,
As falsehoods draw their sordid birth from fear.
—*Farquhar.*

LIFE WISDOM

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

—*Benjamin Disraeli.*

Without courage there can be no truth, and without truth there can be no virtue.

Many men never discover the larger part of themselves; emergencies and heavy responsibilities should call out the hidden reserves of a man's nature, latent energies should spring forth.

To go forward is important; to go straight is more important.

Be patient, if thou wouldst thy ends accomplish; for like patience is there no appliance effective of success, producing certainly abundant fruit of action, never damped by failure, conquering all impediments.—*Bharari.*

Is it so bad, then, to be misunderstood? To be great is to be misunderstood.—*Emerson.*

What I must do is all that concerns me, not what the people think.—*Emerson.*

Men should bear with each other. There lives not the man who may not be cut up, aye, lashed to pieces, on his weakest side.

—*Keats.*

Men that are ruined are ruined on the side of their natural propensities.—*Burke.*

Never say anything wrong of anybody if you are not quite sure about it; and if you are sure, ask yourself "Why do I say it?"

—*Lavater.*

Associate yourself with men of good quality if you esteem your reputation.

—*George Washington.*

"Only the best blades keep their temper."

"Laziness kills courage."

Let any man show the world that he feels

Afraid of its bark, and 'twill fly at his heels.
Let him fearlessly face it, 'twill leave him alone,

And 'twill fawn at his feet, if he fling it a bone.

—*Owen Meredith.*

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Manila, Philippine Islands. Looking towards Santa Cruz Bridge from the Puente Colgante (Hanging Bridge) over Pasig River. The river is always crowded with cascos—native boats.

Around the World with Texaco—IV

PHILIPPINE ISLANDS AND FRENCH INDO-CHINA

C. S. DENNISON, Advertising Division

You board an American Liner at Hong Kong for the two-days journey across the China Sea to another Texaco outpost—Manila, Philippine Islands.

Proceeding southward you observe a rising temperature, a softer blue in the skies, and occasional schools of flying fish. You note marine plants floating in the warm sea and countless jelly fish—translucent pools of color, while green shrubs torn from the land drift aimlessly. All of this portends your entry into that torrid zone which girdles the earth twenty-odd degrees north and south of the equator. When land is sighted your glasses soon reveal the volcanic peaks of the Island of Luzon.

You arrive off the entrance to Manila Bay and steam past the Island of Corregidor with its massive American fortifications frowning down from rocky heights, and are soon on the placid waters of the finest bay in the Far East—30 miles across, locked by mountains into a safe haven from the storms that annually break over this section of the Typhoon Belt.

At the farther end of the bay the city of Manila spreads her beautiful distances along a low foreshore. Medieval towers of Spanish churches contrast with buildings of American type in her skyline, and your gaze focuses upon a huge Texaco sign occupying a dominating position in the heart of the city.

You land at a modern pier and board a calea, a two-wheel cart drawn by small but spirited Australian horses, and travel over ground-shell roads to the Hotel Manila, a big government-built structure of Spanish architecture on the Luneta—Manila's celebrated Boulevard which skirts the waters of the bay. Toward evening, after the tropic sun has spent its fury, you stroll along the Luneta to view a sunset of wonderful beauty. Night falls quickly in the tropics. Returning to your room in the hotel you note the presence of visitors. A huge spider six inches broad eyes you from the middle of the floor and after a moment's deliberation makes off, up the wall, propelled by six hoary legs, to disappear

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Looking from top of Manila Hotel—showing Legaspi Monument, part of Golf Course, and Walled City. Malecon Drive and Walled City—the Municipal Golf Course extends around the walls of the old town.

in the grille near the ceiling. These super-insects are common in the Islands and their bite is poisonous. Then a cricket-like song from the ceiling draws your attention to a group of a dozen lizards, six inches in length, having grey bodies and large brown eyes. They are grouped about the ceiling light and prey upon the insects attracted there. These little reptiles, called *geckos*, are harmless. Big water roaches three inches long, equipped with wings, hop about the room; and huge June bugs buzzing like distant aeroplanes fly into open windows. You seek refuge behind the mosquito netting which covers your bed. But after a few days in the tropics you become inured to the characteristic insect life.

You are not long in the Philippines before you sense their distinctiveness from other countries of the Orient. This is attributed to the fusion of Malay, Spanish, and American life. The Archipelago extends 1,150 miles north to south, 680 miles east to west. The land area of the 7,083 islands in the group is 114,400 square miles—almost twice that of New England. Only 462 of the islands are over a square mile in area and thousands of them have never been named. Luzon is the northern island and the most important. It covers 40,000 square miles. Mindanao the southern island is next in area having 36,000 square miles. After these are half a dozen having an area of 1,000 to 5,000 square miles. The country's coast line is fringed by coral reefs broken by numerous gulfs and bays.

The Philippines are mountainous, very rugged in parts, and extremely beautiful. Thrown up from the floor of the sea in past ages by volcanic action, cones of extinct craters are numerous in the great ranges 4,000 and 5,000 feet high that break up the country into

hills, plateaus, and picturesque valleys, all overgrown with dense foliage. About twenty volcanoes are in a state of activity, the greatest being Mt. Apo, 9,600 feet high, in the Island of Mindanao. No severe eruptions have occurred in recent years, and though earthquakes are not uncommon they have caused only minor damage in the recent past.

The Islands are well watered. The river systems are necessarily short, the longest being the Rio Grande de Mindanao, 330 miles long, the principal drainage system of Mindanao. Luzon's longest river is the Cagayan, 220 miles long, but her most important river commercially is the Pasig which runs through the City of Manila connecting Manila Bay with a large body of fresh water called Laguna de Bay. A large volume of products from the plantations reach tidewater over the Pasig.

The Philippines have a wet and dry season, the rainfall being heaviest from July to September. The hot season extends from April to June, when the fierce sun shines from cloudless skies day after day with withering intensity. This combination of moisture and heat has converted the volcanic lava into prolific soil yielding a great variety of plant life. Deep forests cover two-thirds of the land, and hundreds of valuable woods are capable of broad utility. Some of these are extremely hard and even resist the boring of the white ants which plague the country; others are immune to salt water, which renders them useful for marine work; others have exquisite grain and are capable of high polish, making fine furniture. Bamboo—used for innumerable purposes—grows in profusion. Giant banana-trees, which spread over a wide area and send down shoots from their branches that take root and become new trunks, are plentiful.

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A village (*barrio*) scene in the Philippines.



Plowing rice paddies with a carabao.

The wonderful "fire tree," sparse of leaves, during certain seasons bursts into blooms of exquisite color to delight the passer-by. Various members of the palm family flourish, including the royal, the cocoanut, the date, and the betel palm. Bananas are a staple food and are cultivated in many varieties, from the very sweet tiny "lady-fingers" to the large russet colored creamy species. In the interior you see many cocoanut plantations, the value of the annual crop being around \$35,000,000. Cocoanuts grow in clusters under broad green leaves at the top of straight limbless trunks about 75 feet from the ground. They thrive best near the sea. The Filipinos climb the trees and cut off the nuts with a bolo. On the Pagsanjan River in Luzon you see large rafts of cocoanuts being poled to points where men open the nuts for drying by exposure to the sun. The dried meat is called copra; from this the valuable oil is extracted.

In rural Luzon we asked a Filipino to climb a tree and cut down a nut so that we might drink the milk which fills its cavity. He obligingly did so and after a quick ascent detached a nut with a well directed blow from his bolo. He then returned to the ground and opened the cocoanut, and we drank the delicious cool fluid and scraped the soft sweet meat from the center.

Many luscious fruits peculiar to the tropics are available, including oranges, lemons, limes, mangos, breadfruit, guava, custard apples, mangosteen, durian, papaya, chico, lanzones, pineapples, etc. The mangosteen, considered the "king of fruits," is about the size of an orange but purple in color; you remove the thick skin and find five portions resembling the inside of an orange, but each portion has a stone; its juice, like vanilla custard in flavor, is delicious. The papaya is a popular breakfast fruit; its thick pink meat, after being iced and flavored with lime juice, is delicious. Almost all of these tropical fruits deteriorate very

quickly and will not stand much handling. Many fibrous plants thrive, the most important being the abaca. This plant, the fibre of which yields the famous Manila hemp, resembles the banana tree in appearance. Over \$30,000,000 worth of hemp is produced annually. This fibre is made into rope. The Filipinos weave a fine cloth from the pineapple fibre, called *pina*, which is used by the native women for part of their adornment. Many other fibres are utilized for weaving coarser clothes and for making matting, etc.

Philippine tobacco is probably the most popular brand East of Suez; in the Islands themselves it is used by practically everybody. It is a common sight to see an old wrinkled woman walking along a street with a huge black handmade cigar so strong and pungent that it would make the most seasoned western smoker ill; everybody smokes, even the kiddies.

Rice is the staple food crop and ranks first in value among the products of the land. Its cultivation is primitive and follows the method used in other Eastern lands. Large crops of corn are raised annually, also a variety of vegetables. Sugar is a crop of growing importance since improved methods of cultivation have been introduced by Americans.

Industrial activities are limited. Over half the population is engaged in farming. Their methods are antiquated, although much progress has been accomplished by the U. S. Government. Agricultural schools have been established and the country mapped into soil zones and the advantages of each for particular crops made known to the people. Some beef is raised, and you see many razor-back hogs.

Politically the Philippines are divided into forty-eight provinces, eleven Special Provinces, and two Chartered Cities. They have their national assembly, the members chosen by popular suffrage. The chief executive is the Governor-General appointed by the President of the United States.

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The Philippines were discovered in 1521 by Magellan, and conquered by Spain in 1542. From that year until 1898, when Dewey won his victory in Manila Bay, they were under Spanish rule. Buildings throughout the land are of Spanish architecture, many towns and villages resembling ancient Spanish settlements in Latin America. The educated people speak Spanish—in a corrupt form considerably different from pure Castilian. The Christian religion was introduced by the Spanish, and the Islands are unique among the countries East of Suez in that the majority of their people are of that faith.

The United States Government soon after occupation inaugurated a constructive program which made available to the Filipinos many advantages of modern civilization. The introduction of modern sanitation has reduced to normal figures an appalling mortality from tropical diseases. A comprehensive postal system was built up to reach remote island settlements; telegraph, cable, and telephone were introduced. We charted the coasts and built lighthouses. A magnificent system of highways, aggregating 6,200 miles, testifies to the skill of American engineers. These modern roads connect over 600 municipalities and have opened up large areas of territory hitherto inaccessible. There are 778 miles of steam railways. We gave the people the vote; today they run their own affairs under our guidance. Every facility has been extended to assist them in preparing themselves for self-government, which our Government is committed to grant when it is deemed prudent to do so.

Education has been the keystone in our plan for advancing the Philippine people. Ninety percent were illiterate when American occupation began; today over a million students are enrolled in 7,600 public schools, housed in modern buildings which in many instances are superior to the average American school house. Over 14,000 teachers are employed, the majority of whom are Filipinos who have been trained under American supervision. Trade, normal, and agricultural schools, and universities, make available to the youth of the land that knowledge which is so vital to their progress individually and nationally.

There are 10,500,000 people in the Philippine Islands and they are a heterogeneous population. The aborigines were the Negritos, black or very dark brown, now reduced to about 25,000 living a primitive tribal life in remote sections of the mountains. Being apt

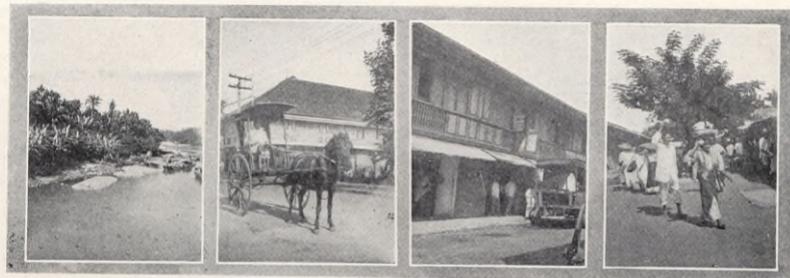
with bow and arrow these Negritos live by hunting in the deep forests. They are weak in both mental and physical characteristics.

The great majority are Malays, descended from tribes who immigrated from the Malay Peninsula and Archipelago centuries ago. The Malay element may be classed roughly into three groups: the Christian Malays, the Pagan Malays, the Mohammedan Malays. These in turn are divided into different tribes or races, many of whom in the Pagan and Mohammedan groups are wild primitive people. Among the Christian Malays the most important tribes or races are the Tagologs, the Bicolos, the Visayans, the Pampangos, the Pangasians, and the Ilocanos. Few pure Malays remain, as they have inter-married with Negritos, Chinese, Japanese, Indonesians, and Europeans—especially the Spanish. Among the last are some of the best island types, called European-Mestizos; they are found throughout the Provinces in large numbers. The group called Indonesians are neither Malay nor Negrito; of these there are about 250,000 largely confined to Mindanao. There is a large Chinese element, who through inter-marriage with Filipinos have produced the Chinese-Mestizos; they are active in commercial pursuits.

When you walk about the City of Manila it is difficult to believe that within three hours' ride across the Bay you can encounter the head-hunters of Luzon. These are Negrito tribes, and it has been their practice to annually take the head of an enemy in order to appease the spirits and so ward off illness. The victim of their bolo is buried under their crude thatched shelter and the family moves to other parts. These Negritos are small of stature and have features resembling the natives of Africa. They disfigure their bodies with scars and file their front teeth to a point. The head-hunting practice was common among other wild tribes of the Islands, but it has been reduced almost to extinction since Uncle Sam became guardian over these little brown people.

Up at Baguio, in the high hills near Manila, to which the offices of Government are transferred during the hot months, they have a dog market on Sunday mornings. Half starved, yelping canines are collected and sold to the dog-eating Igorots, who live throughout the Luzon Highlands. The dogs bring two or three pesos each, those having little hair being most in demand as the Igorot epicure deems that the hair flavors the meat unpleasantly. The unfortunate bow-wow is led off to the buyer's

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Cocoanut rafts.

A carometta. A tienda (dealer's shop) where Texaco Products are handled.
Market place, Santa Cruz, Luzon.

home and fattened on rice for several weeks. On the day of the feast a sharp rattan is run through the live dog and he is strung up over a blazing fire.

Down in the Southern Islands you find the warlike Moros—Mohammedan Malays. These Followers of the Prophet include many fanatics who war constantly upon their Christian brothers and give much trouble to both native and American authorities. The Moros are small of stature and light brown in color. They go in for fantastic costumes, very colorful, and wear the turban of their religion. If a Moro man is financially able he supports the four wives permitted by the Koran. When a girl arrives at the age of thirteen years she is considered eligible for marriage and as an indication of this eligibility she paints her under lip and finger nails bright red and greases her hair with cocoanut oil. If a suitor appears he establishes relations with her parents and offers them a bounty in carabaos, ponies, weapons, *etc.*, and after the deal has been consummated the girl becomes one of his wives. Divorce is obtained easily in Moro Land. All a man has to do is to declare that his wife is divorced and she then returns to her parents without her position in society being lowered in any degree. Unlike the Mohammedan women of other countries the Moro women do not wear the veil.

The Filipinos impress the casual observer as a mild-mannered pleasant people. They are very cleanly in their person and their home. Along the canals and streams you see women engaged in laundry work, or entire families bathing together. They are small and rather slight of build, and of various shades of brown. The hair is jet black and straight and the eyes

are always black. The features, especially of the better races, are rather small. They are of calm demeanor, very sober, lacking in wit, born stoics, superstitious, and like all inhabitants of the tropics inclined to indolence. Nature has provided abundantly and their few wants are satisfied with a minimum expenditure of effort. For instance, they do not labor in the rice fields as do the natives of Japan and China, who often substitute for the horse in laborious work.

Spanish and English are the languages of commerce, the latter being a compulsory subject in the schools. Spanish is dominant in the country districts; there are ten principal dialects in use by different tribes.

The prevailing costume worn by men in the cities is an American type of straw hat and light colored clothing woven from cotton or from one of the native fibrous plants. In the rural sections trousers and a light shirt comprise the costume. The women go in for colors and the characteristic dress consists of a vivid skirt rather tight around the waist and wide at the bottom. They wear a low-necked sleeveless waist made of the famous Philippine embroidery, and the neck is covered with a sort of scarf woven from pineapple fibre. No hat is worn, and the feet are in slippers which cover only the toes. The making of Philippine embroidery employs thousands of women who do the work in their homes. It is collected by exporters and shipped all over the world.

The typical Filipino home is made of a bamboo frame with woven bamboo sides and a nipa palm thatched roof. These houses are mounted on bamboo stilts and instead of windows have shutters which open wide and admit light and air, but are closed at night.

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These photographs show typical homes in rural Luzon. The one at the right has its shutters made of the translucent shells described in the text.

Some of these shutters are fitted with thin translucent sea shells which make a window admitting a subdued light while protecting from the rains. Cattle, horses, and hogs are housed under the dwellings. When they travel between villages they use a carromata, a high two-wheel cart with a hood under which the driver and passengers sit back to back. The horses are not much larger than ponies but very strong and active. When he works his crops of rice or plows his dry fields the Filipino employs the carabao. These big, slow, clumsy, but powerful water buffalos can not live without a daily water or mud bath. They have long horns curving backward and wrinkled hairless skin. Their meat is eaten by some, who also use the milk. During the dry season the carabao sometimes goes mad and then has a particular aversion to white men. Over a million of these animals are working throughout the Islands.

The national pastime is chicken fighting. Large bamboo arenas with tiers of seats around them covered with nipa roofs are features of

every town and city. Game cocks are owned by almost every family and as you pass along the highways these pugnacious little roosters are seen tied to a pole or being massaged by the owners. Sunday is the popular time for the cock fights. You pay a small admission fee and enter a crowd of gesticulating men exchanging bets. Spurs with razor edges are fastened to the legs of the combatants. The referee rings a gong and the owners of the birds step into the pit. The head of one bird is held by its owner while its rival pecks it with his bill, then he is subjected to the same treatment and after each has become infuriated they are thrown at each other, the owners leave the pit, and the fight is on. It continues until one of the birds is killed. The bidding is oral and large sums of money change hands during the contests which last all day.

Manila—"The Pearl of the Orient"—is the Capital of the Philippines with a population of 285,000. The city is divided by the Pasig River. On one side is the ancient Walled City occupying a square mile enclosed within massive stone walls entered through five gateways. Around the walls was a moat which the Americans have filled in and transformed into a municipal golf course. In the old wall, near one of the portals with the Spanish Coat of Arms cut over the ornate gateway, an Aquarium has been built which contains a marvelous collection of strange multi-colored fish and sea creatures. This Walled City, called Intramuros, is a fascinating bit of old Spain. Narrow streets paved with rough cobbles are lined by heavy stone buildings having red tile roofing. Overhanging balconies are with wrought iron grille substituting for windows. A shy Mestizo maid may be seen peeking between the bars at passers-by. Quaint little plazas with old statues of Spain's military and eccl-



Close-up of a carabao or water buffalo, the beast of burden in the Philippines.

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A typical Filipino girl of higher class in front of the old Spanish Cathedral in Intramuros—the Walled City.

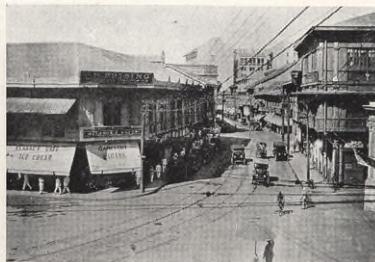
siastical heroes nestle under tall graceful royal palms. On a small square stands a picturesque Cathedral mellowed and time-scarred, with noisy birds flitting about the interior of its well proportioned dome. The oldest university under the American flag, the Roman Catholic

University of Santo Tomas, founded in 1611, is in this section, as is the Palace of former Spanish officials.

Outside the Walled City the American experts have laid out broad tree-lined boulevards, parkways, etc. You see smart club houses



A gateway to the Walled City



The Escolta—Manila's main business street.

and delightful bungalows built to admit a maximum of air and for maximum of privacy, each distinctive in design. Quiet well trained servant boys with shirts hanging outside their white trousers work about the houses. The club is the social center in the Orient, the rendezvous for men and women after business hours, and Manila has several beautiful club houses.

Crossing the Pasig over the new Jones Memorial Bridge or over the old Bridge of Spain, you arrive in Manila's business section. The principal street is the Escolta and along this thoroughfare you see American shops with merchandise "from home," and British firms, and Indian, Japanese, and Chinese merchants. The throngs that surge up and down include smartly clad Americans and British, Yankee army officers, pretty Mestizo women with vividly colored dresses, Chinese Mestizos (lean, caramel-hued, silent), and representatives of all the mixed races of the Islands. On the pavements big lumbering carabaos haul heavy loads of rice; calesas, carromatas, Fords, and



Las Penas Church—containing the only bamboo organ in existence, built by priests over 100 years ago.



Tiendas (shops) displaying their wares.

The TEXACO STAR



A cocoanut plantation between Santa Cruz and Pagsanjan, Luzon; over 5,000 miles of these fine highways have been built throughout the Islands.



Filipinos washing clothes and bathing near Los Banos.

Packards move in the procession illustrating the development from the ox to the motor. Manila's Tonda Section, American in cleanliness but Malay in architecture, is where the Filipinos reside. Nipa dwellings prevail, their back-walls cluttered with colored calendars or other advertisements, while suspended from the veranda roof you may see a Texaco kerosene can doing service as a flower pot for an exquisite orchid or other tropical flower.

Many canals called esterors, each bearing an individual name, cut up old Manila into waterways. Steamers taking on cargo for Southern Islands or Northern Luzon are docked along the quays. Cascos are tied up in groups, long boats covered with bamboo roofing, used in transporting goods on the Pasig and its tributaries; it is stated that 10,000 people live on them.

The journey from Manila around Laguna de Bay up into the Luzon Highlands to Pagsanjan Gorge is an experience replete with delights. You ride through meadowland with long congan grass and paddy fields with growing rice. You pass through villages of nipa huts, and in many of these settlements you see the familiar Texaco sign in front of a shop indicating that Texaco products are there. The trail skirts the Laguna, with its blue waters fed from mountain streams and surrounded by rolling country dotted with plantations and forests. Away in the distance the hazy bulk of rugged mountains breaks the horizon into a jagged line disappearing under cloud banks in sections and in others mounting to high summits. The air is hot but breeze tempered, and birds of rainbow colors flit through the trees and bush. You stop at a village perched on a bluff overlooking the southern end of the lake; it is Los Banos. You lunch at a small

hotel and enjoy a tiffin of fish, vegetables, and fruit. Near the hotel bubbling hot springs attract you. You resume the journey and your car winds in and out through plantations of bananas, rice, and cocoanuts; lazy carabao's wallow in mud holes; you see Filipinos working in the fields. The road lifts to higher elevations, the grade being cut through jungle growth; now a yawning valley lies beneath you; now you pass through a cool gorge with mountain waters tumbling over boulders along a course arched with matted vegetation. Darkness falls and you ride on over the smooth road arched with towering palms, soft moonlight glistening on their leaves. A village, phantom-like, looms ahead with the white bulk of its old Spanish church dimly rising out of the mountain mists, and presently you arrive at Pagsanjan.

You draw up at the little nipa hotel and are shown your room by a hospitable inn keeper. The bed has neither springs nor mattress, just a wicker frame covered with a sheet over which hangs a mosquito netting. Across the road a Filipino Juliet opens the sliding window of her hut and converses with her Romeo on the ground below in the soft musical lingo of Luzon. The palms shuffle in the breeze and you fall into slumber under the spell of the tropical night. In the morning you go with a guide to the Pagsanjan River; along the banks women are washing clothes on flat rocks, others are performing the morning ablution, that is, they step into the water fully clad and after cleansing come out and let the sun dry them off. You enter a banca, a long, deep, narrow canoe hewn out of a single tree trunk, with a banquero at the bow and another at the stern who paddle you up a smooth river between high cliffs covered with vegetation.

The TEXACO STAR

The river becomes less wide and the cliffs higher until the sky is a blue ribbon between green canyon walls. Finally you shoot the rapids of the Pagsanjan and come to the foot of the falls, which drop from the upper stream 60 feet to a terrace and from that 100 feet to the lower level. A huge volume of water passes over in this magnificent cataract, some of it breaking into spray that spends itself on the canyon walls. Returning from this beauty spot, as they paddle down stream you pass numerous rafts of cocoanuts poled by natives.

On the way back from Pagsanjan you visit scores of Texaco dealers in the villages. Most of these are Chinese called Chinos, or they may be Chinese-Filipinos. They delight in showing you their stocks of 2/5 cases of Texaco Gasoline or of Carabao Kerosene which are distributed all over the Islands by The Texas Company (Philippine Islands) Inc.

For a number of years Wise & Company, Ltd., a pioneer British firm, functioned as our representatives until the business was transferred to the subsidiary company. Our present headquarters office is in Wise & Company's office building at 174 Juan Luna in the heart of Manila's business district. Texaco lubricants and specialties are marketed as well as motor products and kerosene. The Company's selection of the Carabao as a trade-mark for its kerosene was a happy one; it is recognized by every Filipino down to the illiterate hillman. A large bodega or store house is maintained on the outskirts of Manila and deliveries from it are made by autotruck, carabao, horses, and inter-island boats. A main agency is maintained in Cebu, a city of 65,000 on the island of the same name, the oldest Spanish city in the Islands. Other agencies are in the city of Ililo on the Island of Penay, in the City of Zamboanga on the southern point of Mindanao, and in Legaspi. Texaco Products enjoy an excellent position and the increase in our sales the last few years has been impressive. As the Philippine Islands grow in importance The Texas Company (Philippine Islands) Inc. will grow with them.

French Indo-China

After sailing back to Hong Kong from Manila, you book on a French mail boat and travel south four days to the coast of Indo-China—the big French possession of the Extreme Orient. The boat heads toward the mouth of the Saigon River and starts on the

40-mile journey up that serpentine stream to the City of Saigon. On either side of the river (which isn't wide) marshy flats, some under cultivation the others tangled swamps, roll away as far as the eye can see. Quaint fishing boats, the first signs of life, appear and the farther up stream you go the more numerous are the farming huts of palm and bamboo. After negotiating a half-circle bend in the river your boat steams into sight of Saigon with the smoke of its rice mills riding the heavy atmosphere. Many freight boats are anchored in the river and the air resounds to the metallic clutter of winches swinging cargo to native lighters and dropping bags of rice into hatches. Your ship makes her way cautiously through sampans, dhows, and rusty rice boats. Women and children crowd the banks; some are washing their offspring in the muddy water. A motley crowd gathers on the stone embankment of the quay: French Colonials (expatriates in the cause of colonial development) dressed in "whites" with massive topees—sun hats, Chinese merchants shading their eyes with the conventional fan, Hindu money changers in gaudy costumes, Annamese in colored tunics and white cotton pantaloons, coolies of mixed bloods, all eager to participate in the one event that never fails to attract them—the landing of the Mail. You are driven in a victoria to the hotel, a large rambling airy structure on a boulevard.

We in America do not hear much of this far-off land; but French Indo-China is a big country of 300,000 square miles, sharing with Siam the huge peninsula between the Gulf of Siam and the China Sea. It has five political Departments: the Colony of Cochin-China, in which Saigon is situated, and the Protectorates of Annam, Cambodia, Tonkin, and Laos. France sends out a Governor General as chief executive. The Colony of Cochin-China has a French Governor and sends a deputy to the French Parliament, but the Protectorates are ruled by native kings and their ministers who function under the guidance of a Resident for each appointed by France. These native courts are replete with the picturesque, and the monarchs live in lavish style bordering on the barbaric.

There are almost 19,000,000 people in Indo-China, 80% being Annamese—a race sprung from southern China but which has become crossed with other races. They are inferior to the Chinese in every respect; as a rule smaller, darker in color, face flat, cheek bones high and

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Annamite girl.



Annamite hair dresser.



Bullock carts.



In Saigon, French Indo-China.

round, lips thick. They impress you as indolent and unprogressive. The principal occupation is farming rice by crude methods. The merchants are Chinese from the southern provinces of China, a sprinkling of Bengal traders from the Calcutta District of India, and a few Japanese. The language of the Annamites is an off-shoot of Chinese; the written characters are practically the same but carry different meanings. The Cambodians rank numerically as the second race, whose language is a corrupt Arabic. There are a number of cross-blood races. Of the 23,000 Europeans in Indo-China a preponderance are French. They control the business interests and are identified with the administration of the laws.

The bulk of the natives live in the fertile river valleys and along the low coast. The interior is mountainous and in the highlands thousands of square miles are covered with virgin forests of rare and valuable woods. In inaccessible areas in the interior, especially toward the Siamese border, live savage tribes unmolested by civilization. A week's journey from the city of Saigon brings you to the famous ruins of Ankor, a huge ornate city buried in jungle, last relic of a forgotten civilization.

Indo-China is a hunter's paradise. You do not have to travel far up-country before you reach the retreat of the big quadrupeds such as elephant, tiger, leopard, bear, rhinoceros. Many big game specimens are shipped to zoölogical gardens in other parts of the world.

One of the longest rivers in southern Asia, the Mekong, flows for 1,900 miles through Indo-China and is the principal avenue of communication with the interior of the Laos country. It empties into the China Sea through six mouths, one of which is connected with the Saigon River by a canal, and along its course and in its rich delta immense rice crops are produced. Almost 2,000,000 acres of paddy are under cultivation and they harvest rice

twice a year. Indo-China ranks next to Burma as the most important rice exporting country. This staple is shipped all over Asia to help feed the millions who depend upon rice as the "staff of life." When the monsoon fails to bring the required amount of moisture the rice crop is reduced and a depression in business follows, as the cultivation of rice is the country's chief dependence and its principal industry the 31 rice mills in the Saigon District.

French Indo-China produces spices, rubber, copra, cotton, tea, and sugar cane. Coal is found in heavy deposits and is mined extensively. The rivers abound in fish, great quantities of which are dried and shipped to China. This big country is prolific in many commodities needed by the world, and a program of development has been launched by the French Government. Indo-China impresses the passer-by as a peaceful, well governed, and contented land. There are 1,400 miles of railways (two-thirds Government owned) and 5,000 miles of highways built by the French whose pur-



Opera House—Saigon, French Indo-China.

The TEXACO STAR

pose it is to push these to the Siamese border and open up an overland route to Bankok.

Saigon is a well planned city with 72,000 people of whom 5,000 are French. The buildings housing the Government of the Colony of Cochinchina, the export and import houses, the banks, *etc.* are modern and adequate. A fine Opera House, ornate and beautiful, is a symbol of the love of the arts inherent in every Frenchman. Companies of artists come out from "home" every season. In this charming city the Frenchman has made an heroic effort to create a Gallic town in an environment foreign to it. The broad tree-lined streets, the sidewalk cafes where he gathers for a sup of liquid refreshment before dinner, the spacious settings for his public buildings, his language, his churches upon which he lavishes his artistic genius, and even his cuisine with

its courses of rich food unsuited to local conditions are all there; but stifling heat, the frightful humidity, the mildew that covers everything, the insects without end in number or variety, all are reminders that he is far removed from the glorious countryside of his native France.

Texaco Products are helping to lubricate the rice mills of Saigon and the motor cars used in getting about the country. Our representatives in Indo-China are the Compagnie de Commerce et de Navigation d'Extreme-Orient with headquarters at 11 Rue Vannier, Saigon, and a branch at Haiphong. This Company is one of the large concerns engaged in importing and exporting general commodities; they are also steamship agents and insurance brokers. It is one of the best known firms in the French Protectorate and they market Texaco lubricants throughout the country.

On Choosing a Career for One's Son

G. W. VOS, Assistant Superintendent, Advertising Division

It is a peculiar fact that bankers and big business men, when their hair grows white and their figures grow portly, seem to be consumed with a desire to have their eldest son step into the business and continue the line.

On the other hand professional men seem to curse the salt they eat. They declare to the high Heavens that it is their earnest hope and wish that their sons shall never engage in the same form of slavery which is ruining their lives, and they urge and enjoin their offspring not to take up the father's profession.

And possibly that is why the sons of bankers become doctors, painters, and musicians; and the sons of doctors, lawyers, and ministers become doctors, lawyers, and ministers.

Therefore you can picture my consternation when, after a visit to my office, my son announced that he would like to become an advertising man and would like to learn the trade under my tutelage. He seemed fascinated with the idea of putting together words and pictures for the avowed purpose of selling goods, and it appeared practically settled that he would be an advertising man.

However, a different calling drew him and he decided to become an architect. He ingratiated himself with some builders who were putting up suburban cottages in the neighborhood and became initiated in the mysteries of concrete foundation, beams, scantlings, flooring, shingles, *etc.* He even reproduced some of his experiences and littered up the back

yard with abortive attempts at construction.

But this, too, was a passing phase and his next love was railroading. And soon, in his mind's eye, he was in the cab of a panting locomotive—one hand on the bell cord the other firmly gripping the throttle, and leaning out to catch the changing red and green signal as the Limited clattered its way over the shining rails.

Then about this time he took a boat trip and switched his ambition. The sea-fever got him and nothing less than the captaincy of an ocean liner was his goal. As usual he cozened his mother and practically obtained her permission to go down to the sea in ships. Shrewdly he promised her many trips in his private cabin and even agreed to embark at any ports she might desire.

Now, at the risk of indicting him of instability, I must recount his next ambition. He wishes to enter the coal business. Possibly he has had some inkling of the huge profits which may be secured in the sale of domestic fuel. At any event, only the other day he appeared at the back door with his hat turned backwards, blackened hands, face deliberately begrimed with coal dust, and insisted on dumping some coal into our cellar.

What the next change will be I don't know. And yet we must come to a decision.

A momentous birthday is approaching. He ought to know his own mind, for in two weeks he will have reached the mature age of four.

The TEXACO STAR

LAW CURRENT

Rob't A. John

Master and Servant—Patent Rights.

—Where a servant is employed and his wages paid, the purpose of his employment being to develop and perfect a more efficient or new process in regard to machinery used by his employer, a patent secured, based upon said improvement, is the property of the employer and not the employee. This has been decided by the Supreme Court of the United States in the case of *Standard Parts Co. v. Wm. J. Peck*, No. 10, U. S. Sup. Court, Advance Opinions, page 317.

Automobiles—Damages—Imperfect Registration.

—A Ford truck was the property of a copartnership, but was registered as the property of one of the partners. In a suit for damages for injury to the truck, the court took the very technical position that as the law required the truck to be registered, giving the name and address of the true owner, that the truck was a trespasser under an imperfect registration, and for that reason damages could not be recovered. *Kilduff v. Boston Elevated Railway Co.*, 140 N. E., 98.

Water and Water Courses—Pollution—Remedies.

—The Circuit Court of Appeals of the Eighth Circuit has rendered an illuminating opinion, holding that where an oil producer pollutes a stream by permitting the escape of oil or salt water, without negligence on the part of the producer, that the doctrine of *damnum absque injuria* does not apply, and damages are recoverable. But that in the particular case, the plaintiff was not entitled to an injunction restraining the pollution of said stream, as the legal remedy by way of damages was adequate. *Sussex Land & Live Stock Co. v. Mid-West Refining Co.*, 294 Fed. 597.

Water and Water Courses—Joint Wrongdoers—Damages.—In an action for damage to crops from water flooding the same and impounded by different dams upstream, owned by several owners, the recovery from each owner of a dam is to be the proportional part of the sum representing the entire damage that the quantity of water impounded by the particular dam owner bears to the quantity impounded by the other dam owners. This was held by the Court of Civil Appeals of Texas, in the case of *Anderson v. Highland Lake Co.*, 258, S. W., 218.

Mines and Minerals—Vested Rights

Federal Constitution.—A conveyance was made of the surface, the minerals being reserved in the grantor. Subsequently the grantor conveyed the surface to a third party, who erected a dwelling over the minerals reserved. Subsequently the legislature of Pennsylvania passed a statute forbidding mining operations under any dwelling located in said State. The Supreme Court of the United States has held, in the case of the *Pennsylvania Coal Company v. Mahon*, 67 L. Ed., 322, that to enforce the State statute would be taking property without due process of law, and that as to the miner's right to mine under the dwelling in the case involved, it was absolute, and the prohibition by statute was void.

Mines and Minerals—Oil and Gas in Situ.

—The rule that oil and gas belong to the owner of the fee under which they are found, is a qualified ownership. Because of the fugacious nature of the substances, the title to the oil in situ is lost whenever by percolation or otherwise it migrates from under the land where it was first discovered. Therefore the title to oil in its static condition is a qualified title. It follows as a consequence that the owner can not enjoin a contiguous landowner from draining his land by means of wells on contiguous land. *United North & South Oil Co. v. Meredith*, 258 S. W., (Texas) 556.

Mines and Minerals—Materialman's Liens.—Under the Oklahoma statute regulating the fixing of liens against mineral leases, it has been held that the materialman's lien applies from the date of the delivery of the material, and that therefore all material furnished prior to the recording of a mortgage was superior to the mortgage lien; but that material furnished subsequently to the filing of a mortgage lien was subordinate to the mortgage lien. But that as a general rule, the materialman's lien for all items attached from the time the first item was furnished, where they were furnished under a single contract. *Atlas Supply Co. v. Bank of Commerce*, 223, Pac., 159.

A man who dies leaving his wife and family without life insurance doesn't only die; he absconds.

He who thinks he cannot save on \$25 a week will think he cannot save when his salary is \$100 a week.

The TEXACO STAR

DEPARTMENTAL NEWS

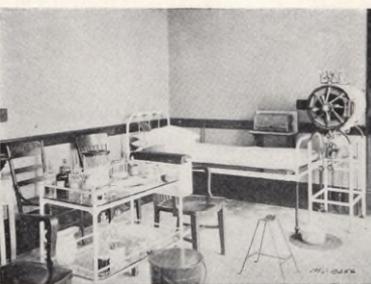
The managers of the respective Departments have assigned to the gentlemen whose names are here given the duty of sending to *The Texaco Star*, so as to be received by it before the 25th day of each month, departmental news, photographs, and other items of general interest. Material for this purpose should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

Refining Dept.	C. K. Longaker, Houston
Natural Gas Dept.	W. H. McMories, Jr., Fort Worth
Ry. Traffic & Sales Dept.	J. A. Brownell, New York
Marine Dept.	H. Hassell, Port Arthur
Legal Dept.	L. D. Newell, New York
Treasury Dept.	H. Tomfordie, Houston
Comptroller's Dept.	H. G. Symms, Houston
Insurance Dept.	R. Fisher, New York
Governmental Reports	E. E. Emerson, Houston
Sale Dept. S. Territory	P. A. Masterson, New York
Sale Dept. N. Territory	C. M. Hayward, New York
Asphalt Sales Dept.	Miss M. Marshall, N. Y.
Export Dept.	R. C. Hart, Houston
Purchasing Dept.	Geo. W. Voss, New York
Producing Dept.	F. C. Kerns, Denver
Pipe Lines	J. J. Smith, New York
T. T. Co. of Mexico S. A.	J. B. Nielsen, New York
	J. A. Wall, New York
	J. E. Steele, Houston
	J. T. Rankin, Everett
	Otto Hartung, Houston
	Fred Carroll, Houston
	C. W. Pardo, Tampico

REFINING DEPARTMENT

WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF APRIL, 1924	
Refined—Coastwise.....	1,023,055 bbls.
Refined—Foreign.....	342,561 bbls.
	1,365,616 bbls.
Crude—Coastwise.....	240,042 bbls.
Total.....	1,605,658 bbls.

TREASURY DEPT. Treasurer Bruce paid the Houston Office a visit in April on his trip to the South and West.



First Aid Room, Port Arthur Works

We all enjoyed having Mr. Bruce with us and hope he will visit us oftener.

RAILWAY TRAFFIC AND SALES DEPT.

The accompanying photograph shows one of the Central of Georgia's mountain type locomotives with 347 of their Macon shop employees grouped on this Texaco lubricated giant of the rails. Superintendent of Motor Power C. L. Dickert says in *The Right Way Magazine*:

This is one of ten locomotives of this type recently built by the American Locomotive Company at their Richmond works. They have cylinders 27 inches in diameter with 28-inch stroke. Drivers are 69 inches in diameter. The weight of the engine is 326,500 lbs. These engines handle our heaviest through passenger trains on a very fast schedule over maximum grades of $1\frac{1}{4}$ per cent. One of these trains known as the Seminole Limited, which runs from Chicago to Jacksonville and is handled over our line from Birmingham to Albany, is composed of 13 or 14 all-steel cars weighing 1,000 tons. We have 22 engines of this type in service.



Man power and motor power on Central of Georgia Railway

The TEXACO STAR



Marine Sales.—Part of Bay Front, Miami, Florida

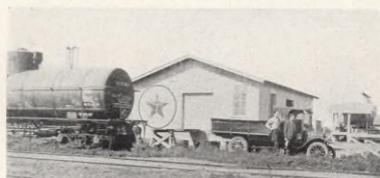
Showing a number of yachts and houseboats at Miami for the winter season. The majority—if, indeed, not all—of these pleasure boats are successfully lubricated with Texaco Marine Oils.

SALES DEPT. **Houston District.**—The Madison Garage at **S. TERRITORY** Del Rio was formally opened on April 4 with a novel entertainment—House Warming and Barn Dance. Every hour of the day was crowded with interesting features: Auction sales, Game of Human Checkers on salesroom floor, Old Fiddlers' Contest, and to all who registered was given a chance on a Ford Coupe. Texaco products were everywhere in evidence. The owner, Mr. A. Madison, is a great Texaco booster. An advertisement read "Texaco Gasoline and Oils have proved the best after years of continuous use." Mrs. R. Q. Roseberry, wife of our genial agent at Del Rio, was hostess for the Barn Dance. Special Agent A. H. Halverton was here and there and everywhere with a smile

of satisfaction that would not come off. The day was the biggest event in the history of this business, and the employes of Madison Garage deserve much credit for their praiseworthy enterprise.

Dallas District.—Special Agent I. N. May, of Dallas, has been confined to his home several weeks with a severe attack of pneumonia, but we are glad to report he is improving.

Salesman F. M. Matthews and wife are rejoicing over the arrival of a fine baby boy on April 13.



Donna Station

Agent J. F. Thomason and his assistant B. C. Cohen are seen in the foreground. Since Mr. Thomason was appointed Agent last August Donna Station has doubled its gallonage. Mrs. Thomason attends to the accounting while Agent and his assistant get the business.



Paris, Texas, Auto Filling Station No. 1

We consider this one of the most attractive in the Dallas District. Herbert A. Turner is the Agent and W. L. Fitzgerald is Special Agent in charge of Zone No. 4 in which Paris is located.

A man is either honest or dishonest.

The TEXACO STAR

New Orleans District.—With regret we record the death, on April 1, of the mother of Salesman J. B. Powell, Shreveport, La. The District sympathizes with Mr. Powell in his inestimable loss.

Miss Kathryn Dyer, daughter of Superintendent Dyer, drove the latest model Packard Straight Eight Sport roadster in the Elks' Automobile Fashion Show on Easter Sunday in New Orleans.

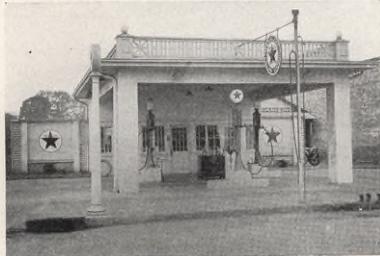


Atlanta District.—We had this month some very welcome visitors whom we would like to see more often: Messrs. C. E. Herrman, C. P. Dodge, W. W. Bruce, C. H. Parker, L. A. Jacob, F. K. Dorrance, H. E. Spear.

Our annual audit has just closed. We enjoyed having Messrs. Breeding and Donathan with us and we would like to see them come back next year.

Agent and Mrs. J. W. Dowdell, Rome, Ga., announce the arrival of a daughter, Frances Eliza, at their home on March 21.

We now have Spring with us, and with the opening of the baseball season we find it a hard matter to concentrate on work when the Atlanta Crackers are on their home grounds.



Davidson's Service Station, West Point, Ga.

Belonging to Commission Agent J. L. Davidson. This is a first-class service station and handles a good gallonage.

Dignity is not valuable until you forget that you have it.

Florida District.—Recent visitors to the District Office included: Messrs. C. P. Dodge, Houston; W. W. Bruce, W. S. S. Rodgers, Jr., Jas. J. Cosgrove, and Chas. Erwin, New York.

We have with us Auditors E. C. Breeding and W. H. Donathan and our first annual audit will soon be on. We anticipate one of the best audits in the history of the Company and hope that Messrs. Breeding and Donathan will enjoy their stay in Jacksonville.

We have promised the auditors 100% verification of accounts by May 25. It is not intended to be boastful, but we feel perfectly safe in our statement; because we know the type of Special Agents, Agents, and Salesmen composing our field forces and are confident that they will back us up in making good our promise.

J. H. Hulsey and W. B. Boissat were recently transferred from Houston to this District. We welcome them. Mr. Hulsey is now Agent at A. F. S. No. 1, Jacksonville, and Mr. Boissat is Assistant Agent, Jacksonville Station.

SALES DEPT. **W. TERRITORY** **Denver District.**—Orders covering 34 carloads of lubricating products for direct shipment to dealers and jobbers in Denver District have been secured since January 1—surpassing all previous records for carload orders.

The late Spring and bad weather during March prevented the breaking of any gallonage records recently, but the prospects for this summer are bright. The opening up of the new oil fields in Colorado and the hundreds of thousands of tourists coming to the Mountain Parks offer double assurance of good days just around the corner.

We welcome a new station at Dolores, Colorado, A. A. Rust, Agent. Mr. Rust is an old time dealer in Texaco products, being president of the Rust Lumber & Mercantile Company, and his success as a Texaco Agent is assured.

Our heartfelt sympathy is extended to E. C. Harlow, in D. O. Credit office, for the death of his mother on April 18.

Texaco will enter a strong baseball team in the Denver Oil League which will open the season May 15. With several of last year's stars again in the line-up, and under the able management of George Littrell, we expect to put up a hot fight for the pennant. Last year we finished in second place, the winners nosing us out by only two games.

The TEXACO STAR

El Paso District.—From truck driver to agent in one year and fifteen days is a record, and we heartily congratulate J. F. Immes on the achievement. On March 1, 1923, he was transferred from Warehouseman helper at El Paso to stake truck driver at Douglas. On August 16, 1923, he was made Cashier at Douglas and on March 15, 1924, Agent at Deming *vice* J. H. Williams transferred to El Paso as City Salesman. "Sunny Jim" has the four qualities that insure success—initiative, loyalty, determination, and energy.

We have three Agents in El Paso District who have worked their way up from subordinate positions at Douglas, Ariz. Station: Agent J. J. Brodbeck, Albuquerque, N. M., one of the finest agents in any District, was formerly Assistant Agent at Douglas; Big Bill McLure, Agent at Clovis, N. M., was Cashier and then Assistant Agent at Douglas; J. F. Immes makes the third who was trained there. J. H. Shapard has been Agent at Douglas during almost all of this time.

Jess Warren, pump operator at El Paso Station, failed to report for duty one day last week. We supposed he was ill, but when we saw his expansive grin the next morning we knew 'different.' "A ten-pound boy!" Congratulations, Jess.

Salt Lake District.—"Go West Young Man" was the advice of Horace Greeley. The Red Star and green T crossed the Plains and ascended the Rockies, and we have just held one of the most enthusiastic meetings of the West at Salt Lake City.

From the Plains up over Tennessee Pass (10,240 feet) the golden stream, so well known to the discriminating public and looking good enough to eat, flows down past the Texaco tanks at Price, Provo, and Lehi into the Great Salt Lake Basin and onward toward the Pacific—for which we are headed.

S. R. Knox is as much enthused over the prospects of The Texas Company of Utah as he saw them, as the Utah Agents are over Texaco. Westward Ho!!!

Billings District.—We recently had the pleasure of a visit from W. E. Bradford, Assistant to Manager H. W. Dodge.

Department Agent G. W. Schwert spent a few days with us last month arranging to handle with dispatch a 100% increased gallonage during the coming season.

We announce the opening of the new stations: Malta, Montana, Malta Motor Com-

pany, Agent; Walhalla, North Dakota, N. J. LaRocque, Agent; Lisbon, North Dakota, F. F. Dehn, Agent.

Spokane District.—Our genial young traveling auditor, R. P. Yeatman, is auditing in the Spokane District and seems to be very favorably impressed with the "Inland Empire."

A well-lubricated welcome is extended to three new agents: T. K. Freeburn at Freewater Oregon; B. H. Douglass at Pullman, Washington; R. D. Sherrod at Tekoa, Washington.

The District joins with the Idaho Falls *Times-Register*; from which the following clipping was taken, in wishing Mr. and Mrs. Johnson happiness and prosperity. Forde is Southern Idaho salesman and we cordially welcome Mrs. Johnson to the Texaco family.

"Of interest to their many friends comes the announcement of the marriage of Miss Irene Molly Porter, daughter of Mr. and Mrs. N. D. Porter, to Forde L. Johnson, which occurred at seven o'clock Monday night in St. John's Episcopal Church."

Omaha District.—Holdredge, Nebraska, a really live town, had an Auto and Style Show this month, at which we were well represented. Agent Crum and Lubricating Assistant Edwards were in charge, and both say Texaco received almost as much attention as the style models.

Salesman Southard and Agent Casey were on the job at Mitchell, S. D., showing the clear, golden-colored, full-bodied lubricants to the Mitchellites at their Automobile Show.

The Texaco family is growing rapidly: two new members are McColley Brothers at Verdel and C. C. Leach at Beaver City, Nebraska.

Chief Accountant P. E. Waggoner, welcome and lots of it! The Southern Territory is loved and respected by us all, but The West is Best, by Test. Wag says so too.



Hastings, Nebraska, March 18, 1924

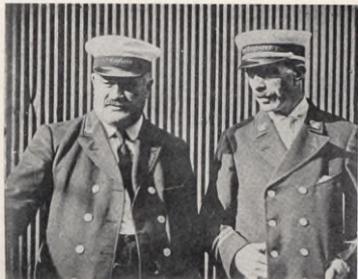
It started snowing March 12 and ceased March 18. Photograph taken by Station Auditor L. A. Trout who was "marooned" there.

The TEXACO STAR

SALES DEPT.

N. TERRITORY

Marine Sales Division.
—Here is a picture of the largest and most costly sidewheel passenger steamer in the world, operated on Lake Erie between Cleveland and Buffalo. The name *Seeandbee* given this vessel is taken from the C. & B. Passenger Line of the Cleveland and Buffalo Transit Company. The Texas Company is proud to be able to furnish such a magnificent vessel with all lubricants required, and the management of this big ship and their other vessels are greatly pleased with their use of Texaco products.



Cap't Hugh McAlpine, Chief Eng'r Charles Lorimer
The jolly skipper and the serious chief engineer 'snapped' at the gang-plank watching a holiday crowd board the steamer.

The Great Ship "SEEANDBEE"

The dimensions of this gigantic ship are: length, 500 feet; breadth 98 feet 6 inches; depth of hull, 30 feet 6 inches. Figures fail to give a full conception of her magnitude, and some better idea may be given by stating that she has 510 staterooms, 24 parlors de luxe, and sleeping accommodations for over 1,500 passengers—equal to the capacity of the largest hotels. Her freight carrying capacity on deck is 1,500 tons—a train-load of freight. She has seven decks: orlop deck, top tank deck, main deck, promenade deck, gallery deck, upper deck, dome deck. In magnificence of appointment she is probably not excelled by any vessel afloat.

The principal lubricating oils used not only on this ship but on the entire C. & B. line of vessels are furnished by The Texas Company.

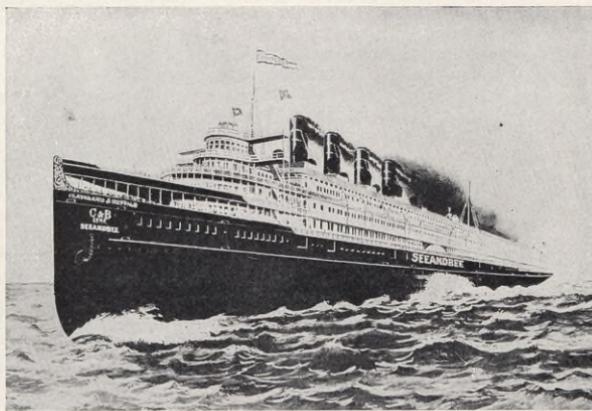
The great ship is commanded by Captain Hugh



J. H. McCallum, Gen'l Purchasing Agent of the fleet



Engine Room



McAlpine and her mechanical equipment is in charge of Chief Engineer Charles Lorimer. No company ever had a cleaner or more up-to-date force of employees than the Cleveland & Buffalo Transit Company, which in the main is due to the untiring efforts of General Manager T. F. Newman.

The TEXACO STAR

New York District.—Assistant Superintendent R. A. Knight sent out a letter to the effect that a \$10 hat was up for the man securing the largest number of new lubricating oil accounts in March, 1924. C. M. N. Killen, Resale Salesman, White Plains Territory, cops the hat. He secured fifteen new accounts in March and Mr. Knight has sent him the ten spot, and has congratulated him on being the best new account opener for the month of March in the New York District.

Agent E. A. Duffy, Newark, N. J. Refined Station, was transferred April 1 to Agent at Albany, N. Y. Station. F. J. Finley, Assistant Agent, Long Island City Station, transferred to Newark Station replacing Mr. Duffy. Just before his departure for Albany Mr. Duffy was presented with a handsome traveling bag by employees of the Newark Station.

Boston District.—Our display at the Boston Automobile Show, in the Mechanics Building, March 8 to 15, created much interest by its attractive individuality. A mechanical human figure displayed various cards referring to our volatile gasoline and clear, clean, golden-colored motor oils, also, at intervals, making reference to the flowing oil display at the center of the booth. This unique display tied up with our 'Saturday Evening Post' ads: a two-quart dealer's oil measure was suspended over a table by a piece of tubing, the oil, pumped through this tubing into the measure, flowing out over the lip of the can on to a glass dome with lighting arrangement showing off the beautiful color of our motor oil. Within the oil stream was a flat piece of glass on which the word *Texaco* was painted. A large number of orders and new accounts were secured during the week.

P. P. McLaughlin was presented with a clock and smoking set as parting gifts from his D. O. associates upon his transfer from Assistant Creditman to Agent at Fitchburg, Mass. In making the presentation a very fitting speech was delivered by Arthur Kiley.

Another member of the accounting force is now among the absent, James E. Lee having left us on March 29. Jimmie was presented with a gold watch and chain as a remembrance for his days spent with The Texas Company.

There was rejoicing in the home of Mr. and Mrs. George T. Costello on March 5 for advent of Marjorie Fox Costello. Mr. Costello is agent at Clinton, Mass. Station. Congratulations.

There was another addition to the Texaco family on March 24, when Norma Jane opened

her eyes on this world in the home of Mr. and Mrs. E. B. Defreytas. Congratulations to the happy couple.

Philadelphia District.—Several weeks ago we introduced to the Philadelphia trade our lubricating truck with specially designed racks. It seems to have made a decisive hit. Good service is being given and the customers are much pleased with the new outfit.

The General Lubricating Sales division has secured a contract with the E. I. DuPont de Nemours Company for their requirements of lubricants at twenty-one of their plants. This was won in the face of severe competition by the proved superiority of Texaco products.

Charles W. Ward has been promoted from Chauffeur at Camden, N. J. Station to Agent at Bridgetown, N. J. Station, to succeed Agent V. N. Nelson, resigned. This promotion was well merited by Mr. Ward. Success to him!

The stork visited the homes of two members of our Accounting force, bringing to Mr. and Mrs. Frank Ford a daughter, Dorothy Vivian, and to Mr. and Mrs. Gustav J. Smith a son, Roland Julius. Hearty congratulations.

Pittsburgh District.—The D. O. recently closed contract with The Owens Bottle Co., Toledo, O., covering lubricants for their plants throughout Ohio and West Virginia.



Metamora Oil Company

Distributor of Texaco Products in Fulton County, Ohio. Strong & Feedback are the proprietors. The picture shows Mr. E. J. Strong in front of car and Mr. Feedback at rear. The body of car is Texaco red, top and fenders black—very nifty.

Chicago District.—Messrs. Gruet, Parker, and Davenport were D. O. visitors in March, which leads us to believe that spring business is at hand. If the Agents can put into effect all the ideas presented at their recent meeting, 1924 should be our banner year.

C. H. Becker is now D. O. Chief Clerk

The TEXACO STAR

vice J. L. Francis assigned to other duties.

Salesman A. J. Sewing has been appointed Agent at Kansas City vice B. E. Hannon, resigned. Mr. Hannon leaves for California April 15, and says he will think of us when he dives into the Pacific for a swim. Watch out for those Western sharks, Boyd. We shall miss you at the Agents' evening meetings.

F. L. Hawekotte, Supervisor of Sales, has decided to make a change. After April 15 he will join forces with R. E. Anderson, Rochelle, Ill. As expense eats up profits, we will wager a second hand brown derby that Fred watches expenses closer now than ever.

Edward Maloney, D. O. bookkeeper, is the proud father of a 7-lb. girl.

Joe DeVittorio, General Order Clerk, now looks up quickly when addressed as "Papa." The little man arrived March 8.

Miss Lucy M. Zellen and Kenneth Nelson Savage, concluding that The Texas Company was their Cupid, have announced by a diamond on her left hand that they have quit looking further.

Norfolk District.—In the Distributors' Contest the leaders for February were:

Class A—Virginia Oil & Supply Co., Petersburg, Va.
Class B—Gallup & Company, Fayetteville, N. C.
Class C—Pope Oil Company, Clayton, N. C.
Class D—A. J. Cohoon, Columbia, N. C.

We are watching with interest the Durham, N. C., gallonage, as "Reggie" has promised "Pat" a \$7 Stetson hat if he builds the Durham gallonage up to 80,000 gallons or more in any one month during the year 1924. We rather think Reggie will have to dig down in his jeans and buy that hat.

Miss Elsie Tilley and Mr. Sherman Seeling were married on April 17. We are sorry to lose Miss Tilley, but we know she is in good hands and we wish them all happiness.



Resourcefulness in an emergency

When snow and ice prevented delivery by horse drawn or motor equipment at Martinsville, Va. Station, Agent Andes, in order that the reputation of Texaco delivery service might not suffer, built a small sled or "pung" to which Chauffeurs Dyer and Clarke harnessed themselves. Thus emergency orders were taken care of.



Norfolk 1924 Basket Ball Squad

Sitting, left to right: T. J. Hippie, J. R. Walker, W. P. Brennan, Manager. Standing: J. W. Brinson, J. N. Brennan, J. H. Hurley, L. J. Burles, E. B. Randolph.

We are proud of them, as nearly the same squad last year took the Norfolk Commercial League Pennant, and this squad won 10 games out of 13 this season.

EXPORT DEPT. We extend our sympathy to Manager E. M. Leslie at Porto Rico

DEPT. and his wife in their bereavement due to the loss of their 18 years old son Edwin, who died recently at San Juan. Young Leslie was a third-year high school student and a favorite with his class and teachers who all attended the impressive funeral.

PRODUCING DEPT. The life history of The Texas Company Koehler Well No. 16 at Humble, Texas, has not

been as sensational as that of Abrams No. 1 at Columbia, but its result has been nearly as great. Its largest production occurred about the same time as that of Abrams No. 1, and it also enjoyed the highest market value for crude; therefore as a financial success it measures up second only to Abrams No. 1. It was first completed some time prior to Abrams No. 1, but commanded no attention until drilled a little deeper in August 1920, when it flowed between 5,000 and 7,500 barrels per day for months. But Abrams No. 1 with its mighty production turned all eyes towards it and Koehler No. 16 could not be seen, yet it produced continuously and its production piled up until we figure that it has produced very conservatively 1,600,000 barrels of oil. It is now producing 4,200 barrels net oil per day.

This well gradually declined in production and finally sanded up on March 3, 1924, but was worked over and completed April 23, 1924, flowing at the rate of 5,000 barrels per day, while Abrams No. 1, though still producing, is only pumping 250 barrels per day.

The TEXACO STAR

First completed 11-1-17 and produced to 6-30-20.....	95,900 bbls.
Drilled deeper, completed 8-18-20, and produced to 6-1-21.....	728,800 bbls.
Worked over, completed 7-22-21, and produced to 3-3-24.....	800,850 bbls.
Worked over, completed 4-23-24, and is now producing per day.....	5,000 bbls.
Total—estimated to April 24, 1924.....	1,630,550 bbls.

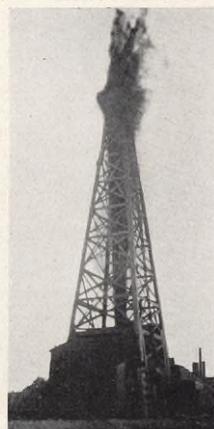
It is not how fast you go but how steady, and we hope that in a short time Koehler No. 16 will equal the enormous total production and financial mark of Abrams No. 1. This, however, is doubtful and our only intention is to give you the actual performance of this well and not in any way to deduct or detract from the glory and achievement rightfully due Abrams No. 1, which is probably from a financial standpoint the greatest well the world has ever seen.—*W. J. Sherman, S. Texas Div.*



Curry Pool, Stephens County, Texas

The Texas Company L. Heatley Well No. 6 responding to

an 80-quart shot of nitroglycerin from a depth of 3,189 feet on April 7, 1924.



The Texas Company A. J. Jones Well No. 1, in the Curry Pool, Stephens County, Texas, responding to a 140 quart shot of nitroglycerin from a depth of 3,177 feet on April 21, 1924. The well made 45 barrels of light oil the first hour after shot.

PIPE LINES The Luling field has been added to the South Texas Division and Mr. Fowle and Mr. Crouch are pushing forward the construction of a thirty-car loading rack at Sullivan, four-inch and six-inch lines to field, telephone line, a forty by forty steel tank, and other facilities.

C. C. Richard has been appointed District Foreman at Corsicana, and E. R. Rickey District Foreman at Louann.

E Auxter has left the service of the Company and is now associated with J. C. McMahon, who is erecting facilities at Fremont, Ohio, to distribute Texaco Products in the surrounding territory. For the present, Mr. Auxter's mailing address will be in care of East Side Sales Company, Fremont, Ohio.

The stork has recently visited homes of Oil Accounting employees as follows: Mr. and Mrs. J. W. Flagg, a boy, Robert Farrington, on March 22; Mr. and Mrs. P. A. Angenend, a boy, George Paul, on April 23; Mr. and Mrs. O. E. Davis, a girl, Louise Eugenia, on April 29.

CRUDE OIL PRICES AT WELL

April 30, 1924

Penna., Bradford.....	\$4.50	Haynesville.....	1.65 to 1.75
Other Penna.....	4.00	Smackover.....	.85 to 1.35
Indiana.....	2.08	Caddo.....	1.50 to 1.85
Canada.....	2.75	DeSoto.....	1.85
Ragland, Ky.....	1.10	Bull Bayou.....	1.50 to 1.80
California Light.....	1.40	Crichton.....	1.65
California Heavy.....	1.00	Gulf Coast.....	2.00
Kansas.....	1.25 to 2.25	Mexia.....	2.00
Oklahoma.....	1.25 to 2.25	Currie.....	2.25
N.&N.C. Tex.....	1.25 to 2.25	Powell.....	2.00
Eldorado.....	1.75 to 1.85	Corsicana.....	1.00 to 2.00
Homer.....	1.50 to 1.85	Wyoming.....	1.50 to 1.95

Every man owes some of his time to the upbuilding of the profession to which he belongs.—*Theodore Roosevelt*.

In the Spring

In the spring a young man's fancy lightly turns to thoughts of love;

But I doubt it, for, I fancy, most men think of ball and glove.

Not so with me, as you shall see,
My thoughts are on a different spree.

I work on that sweet list of mine but my thoughts are far away,

I keep my eyes upon my work, my mind it needs must stray.

I see a little pup tent set on a sandy shore,
I see a little green canoe, and ham and eggs galore,
I see the stars awinkling, I hear the perches splash,—
But where the deuce is that darn name?

My thoughts to earth come with a crash!

New York, April 22, 1924.

—*Crokus.*

SUGGESTIVE INDEX OF CURRENT ARTICLES

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

TREASURY. Amortization. Bleecker L. Wheeler.—*Industrial Management*, April 1924.

PRODUCING. Gulf Coast Saline Domes. Richard B. Thacker, C. E.—*Petroleum Age*, April 1, 1924. Observations over many years that may lead to important discoveries. Why oil usually migrates one quarter to one mile from dome. The second of two interesting and important articles. See reference last month.

FUEL OIL. The Future of Fuel Oil. H. W. Camp.—*Petroleum Age*, April 1, 1924.

SALES. What should a Salesman Do Besides Sell? C. B. Larrabee.—*Printer's Ink Monthly*, April.

GENERAL. Lifting the Quality of Our Every-Day Letters. Sherman

The Expense of Government Economy.—*The Nation's Business*, April 1924.

The Mystery of the Surtax. Julius H. Barnes.—*The Nation's Business*, April 1924.

The Fallacy of Price Fixing. George E. Roberts.—*The Nation's Business*, April 1924.

History Laughs at Price Fixing. Julius H. Barnes.—*The Nation's Business*, April 1924.
Business, A Study of the Bull and Bear. P. B. Goddard. *The Nation's Business*, April 1924.

The High Cost of Too Much Business. *Horst Tippins*. *The Nation's Business*. A

The Decay of American Parties. Robert Lansing—*The Independent*, April 12, 1924.

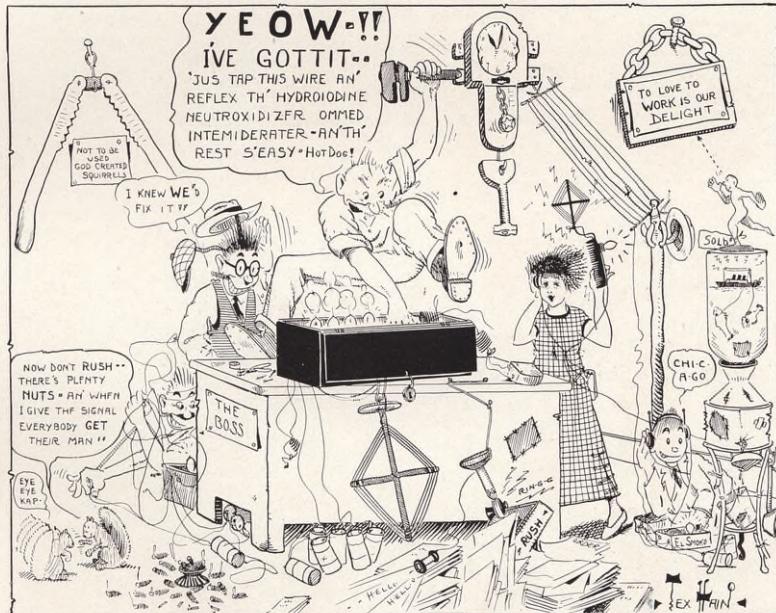
Robert Lansing.—*The Independent*, April 12, 1924.
F. B. Dulles.—*The Independent*, April 1924.

BOOK—Oildom—Its Treasures and Tragedies. By Oscar H. Reinhold. 3 vols.

BOOK: *London Its Pleasures and Pugnacies.* By Oscar H. Reinhold. 2 vols., 120
\$2.50—Pub.: O. H. Reinhold, 601 Star Bldg., Washington, D. C.

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Y E O V - 1 W



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FOR TODAY
PROPERTY PROVIDES
FOR TOMORROW