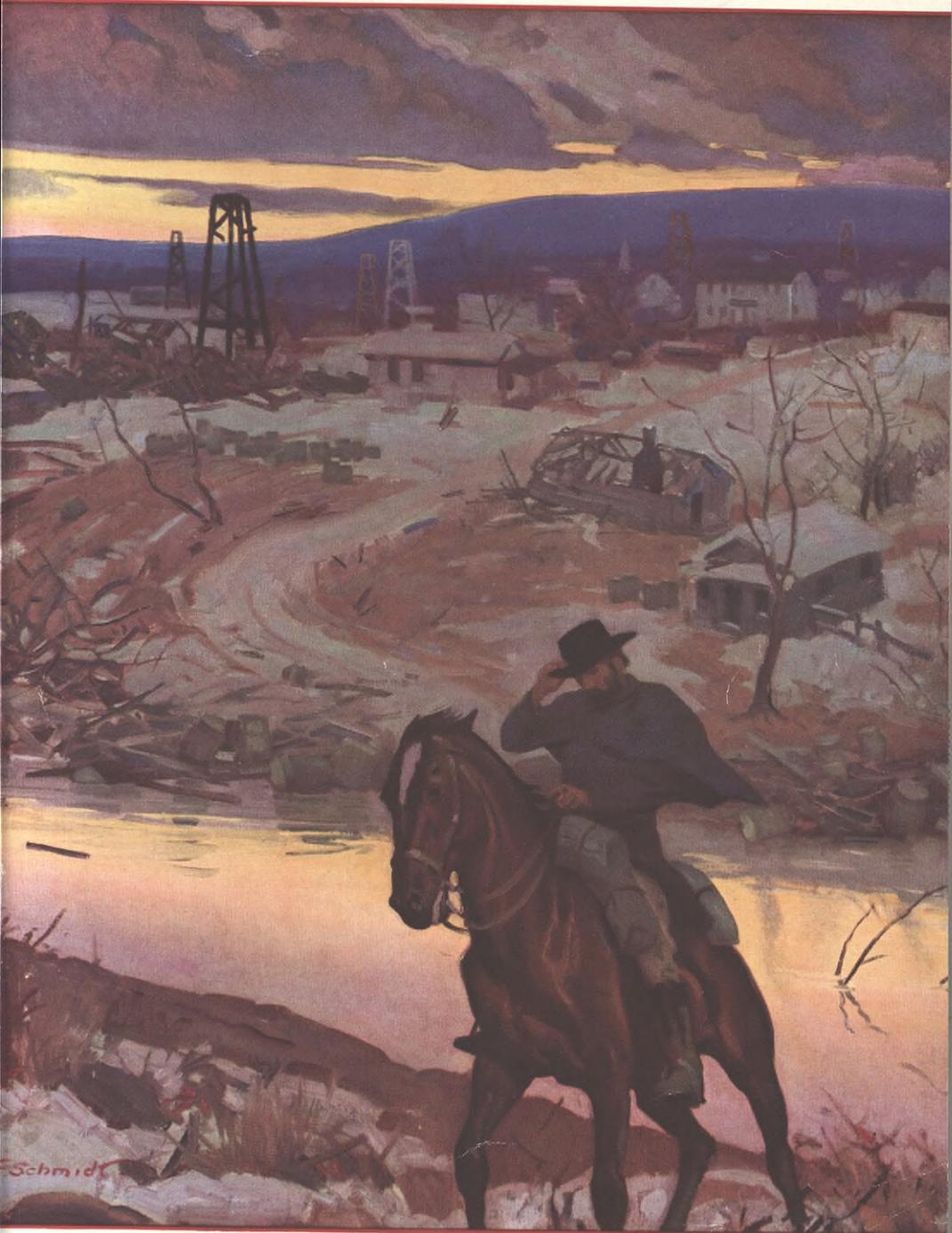


# *The* **TEXACO STAR**



**JANUARY - FEBRUARY 1933**

Schmidt

M. E. ANSEL BOSTON

## Crude Oil Moves On

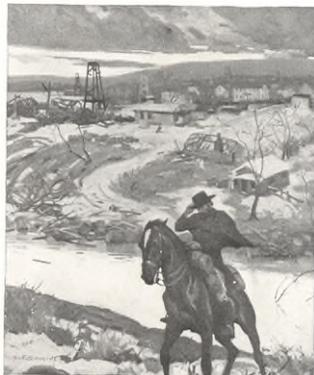
ONE THING more precipitant than the growth of an oil town during the early days of the American petroleum industry was its decline when the oil was exhausted. Hamlets that sprang up yesterday and dubbed themselves "cities" would have a population large enough to justify the title today and be abandoned tomorrow. The staccato tap of the carpenter's hammer was a continual accompaniment to the rumble of the drill.

Then, when the wells faltered and fire laid waste the flimsy dwellings, panic gripped the populace. Soon the roads were filled with departing oil men and their families, seeking new derrick sites just over the horizon.

Within three years after Edwin L. Drake drilled the first commercial oil well in America, scores of oil towns sprang up in western Pennsylvania. Some of them became prosperous cities which exist today. Others followed the example of Pithole City, which reached a population of 10,000 in less than three months, rode the high tide of oil for about three years, and was virtually a deserted village two months after the torrent of oil became a trickle.

Scanty oil production was under way in the Pithole neighborhood early in 1866, and on February 4 there was a fire near by. Those who tried to extinguish it with water from household wells found they were pouring oil on the flames, not water. Thousands, many of them veterans of the late Civil War, rushed to Pithole to see the water wells that had turned to oil. Buildings were erected with astonishing speed. Oil derricks rose by the score, almost crowding one another with their walking beams.

Then the blow fell, as it had on numerous oil towns before, but would not fall so heavily on the centers of a stabilized petroleum industry in the future. The wilderness from which Pithole had been wrested closed in and reclaimed it. A year or two later Pithole's population was six persons. Crude oil, for the adventurous operators who sought fortunes beyond the rapidly developing Pennsylvania fields, had gone west.



THE COVER ILLUSTRATION ON THIS ISSUE OF THE TEXACO STAR, SHOWING ONE OF THE LAST STRAGGLERS LEAVING AN OIL "BOOM TOWN" OF THE 1860's, IS THE FIFTEENTH OF A SERIES OF ORIGINAL PAINTINGS DRAMATIZING OUTSTANDING INCIDENTS IN THE DEVELOPMENT OF THE AMERICAN PETROLEUM INDUSTRY. TODAY THE INDUSTRY STILL HAS ITS BOOM TOWNS, BUT INTELLIGENT COÖPERATION, ECONOMICAL PRODUCTION METHODS, AND OTHER STABILIZING FACTORS TEND TO PREVENT THEIR MEETING THE FATE WHICH OVERTOOK SOME OF THE EARLY OIL CENTERS



# The TEXACO STAR

VOLUME XX



NUMBER 1

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JANUARY-FEBRUARY, 1933



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Cover by O. F. Schmidt

## A PUBLICATION OF THE TEXAS COMPANY

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## BRIEF

★ The Internal Revenue Bureau, Washington, D. C., has ruled that the Federal gasoline tax of one cent may be deducted from the income tax.

## AND

★ Experiments may soon prove it practical to transport pulverized coal long distances by pipe line. A coal company plans to send its product through the pipe line in a semi-fluid condition and dehydrate it at the destination. Molasses is now being conveyed through pipe lines similar to those used for transporting oil.

## TO

★ Motor buses are consuming an increasing amount of gasoline. The United States Bureau of Mines says they used three per cent of the domestic demand in 1931 as compared with 1.5 per cent of the 1925 demand.

## THE

★ The Texaco Educational Exhibit has opened another branch. It is on the Boardwalk at Atlantic City, New Jersey.

## POINT

★ In Germany, if you feel the urge to write something, look for a coin-in-the-slot typewriter in a hotel, railroad station, or other public building. Then insert a 10-pfennig piece, and you will be able to strike the keys 1,000 times before the machine locks itself to await the insertion of another coin that amounts to about two cents in United States money.



★ For every 100 automobiles sold for cash, says the National Association of Finance Companies, 172 are sold on the installment plan.



★ There are 1,400 museums in the United States, says the American Association of Museums. Those in small towns favor history; large cities give art greater prominence.



★ Direct and indirect taxes cost every man, woman, and child in the United States \$123 a year, according to the National Organization to Reduce Public Expenditures, which blames it on the cost of government.



BON VOYAGE



Texaco "Yin Foo Brand" Kerosene, a popular product in the Orient, pauses temporarily in a warehouse at our Port Arthur Terminal before resuming its journey to the Far East

# Current Events in the Oil Industry

**M**OST IMPORTANT of recent developments in the crude oil situation was the passage by the Texas legislature, in emergency session on November 12, of a statute limiting production in Texas to "reasonable market demand" as a means of preventing economic as well as physical waste. This followed an action of the Supreme Court of the United States in sustaining a similar statute in Oklahoma.

The new law empowers the Texas Railroad Commission, the state's oil and gas conservation agency, to take economic waste into consideration when issuing future proration orders. Previously the commission had been forbidden to consider anything but actual physical waste of oil or gas in prorating the state's fields.

On December 10 the commission set the total allowable production for the State of Texas at 789,745 barrels daily, or 69,880 barrels below the previous figure. One week later the commission ordered the entire East Texas field shut in until January 1 for the purpose of obtaining bottom-hole-pressure data on which to base future proration orders. The shut-down order affected some 9,250 wells.

When the field was reopened on the first of the year the commission ordered a maximum allowable of 290,000 barrels daily, and of 757,150 barrels daily for the entire state. Just before the shut-down order East Texas was making about 336,000 barrels a day.

The Oklahoma Corporation Commission on January 1 fixed that state's allowable at 386,003 barrels per day for the month. Of this amount 74,333 barrels was allotted to the Oklahoma City field. Col. Cicero I. Murray, commanding the Oklahoma National Guard, had threatened to shut down the entire Oklahoma City field if no proration order from the commission had been forthcoming.

## CRUDE PRICES LOWERED

On December 15 The Texas Company announced reductions in the posted price of crude oil in the various Mid-Continent fields. This brought crude prices to a new low for 1932. In announcing the cut, R. C. Holmes, President of The Texas Company, said in part that "more than half of the crude oil production in that general Mid-Continent territory comprising the States of Texas, Louisiana,

New Mexico, Oklahoma, and Kansas, is being run at materially less than our posted prices. . . . This condition, together with the disregard on the part of some for state commissions' allowables, the readiness with which injunctions are sought and allowed against commissions' orders, and the failure on the part of a great many of the states to enforce gasoline tax collections from all alike, brings about a market condition that makes it unwise for this Company to continue buying at its present posted prices."

The Supreme Court of the United States sustained a three-judge Federal court injunction against Governor Ross Sterling of Texas, and others, with respect to the use of state troops in the East Texas field. State militiamen were withdrawn from the field late in December—only about 50 were on duty at the time, serving merely as highway patrols and gathering information on the violation of proration orders for the railroad commission.

## NAPHTHA TAX INCREASED

Secretary of the Treasury Ogden L. Mills on December 21 ordered a two-and-one-half-cent per gallon tax to apply to all imported naphtha. Issuance of this order followed protests by the petroleum industry that large quantities of naphtha, entering the United States at an import tax of only one-half cent per gallon, were being converted into motor fuel and sold in competition with domestic gasoline.

Early January found little progress being made in California's oil curtailment program, and oil produced in that state continued in excess of the established allowable, 441,000 barrels daily. Producers were warned that they were imperilling the stability of the industry on the Pacific Coast by failing to meet curtailment schedules.

Gasoline consumption decreased in 34 states and showed an increase in only 14 states and the District of Columbia during the first six months of 1932 as compared with the same period in 1931, according to government figures. In September, the American Petroleum Institute estimated, domestic gasoline consumption dropped 7.10 per cent under the same month a year ago. Estimates made by subcommittees of the American Petroleum Institute before Winter set in indicated that the demand for

## The TEXACO STAR

motor fuel throughout the cold months would be from 7.6 per cent to 9.5 per cent below the usual figure. Decrease in export demand was expected to make the total motor gasoline demand 10 to 12 per cent under normal.

Estimates indicate that when the 1932 proceeds from gasoline taxes are totalled, they will reach \$700,000,000—many times more than the aggregate net earnings of the entire petroleum industry during 1931. The average state gasoline tax throughout the United States is now more than four cents a gallon. This is from 30 to 40 per cent of the retail price. In addition the Federal government now taxes gasoline, lubricating oil, and pipe line receipts.

Voters of Arizona, early in November, defeated a proposal to divert to the general fund gasoline taxes collected for the construction and maintenance of highways. Because several states are at present diverting gasoline tax revenues to uses unconnected with motor transportation, the Federal government, at the instance of the Federal Oil Conservation Board, is firm in recommending that these funds be limited to expenditures that will benefit motor vehicles. (See Editorial on Page 8.)

The American Petroleum Institute is sponsoring the manufacture of yellow-and-black tags reading

“Reduce the Gas Tax.” These are intended for distribution to motorists, to be attached to cars after the manner of license plates.

### ADVERSE LEGISLATION THREATENED

Proposals for legislation which will affect the operations and markets of the oil industry loom just ahead. The American Petroleum Institute is attempting to correlate the various forces in the industry against the passage of adverse laws. In addition to the many movements on foot for further taxation of petroleum products and the diversion of state gasoline tax funds to purposes other than highway construction and maintenance, oil companies are threatened with unfair and burdensome regulation of their trucks on the highways. With other truck operators, they are also confronted with the possibility of further excessive taxation, advocated by the railway interests, in the nature of “ton mile” or mileage taxes, in addition to the already excessive registration and gasoline taxes now paid covering the operation of trucks.

Despite economic conditions, the Asphalt Institute expects the United States asphalt industry to increase its sales of material in 1933 more than in any previous year of its history.



(C.M.C. COURTESY OF "TIME")

### Striking Back at the Gas Tax

THE DEPRESSION struck the entire country a hard blow, but excessive gasoline taxes delivered a knockout in sections where it has rendered the cost of operating automobiles prohibitive.

Farmers in parts of the South are unable to pay for gasoline where county and municipal taxes have been added to state and Federal levies on the commodity. But they must have means to get their goods to market, and they are determined to realize on their investment in an automobile. Many of them take the bodies off the chassis, build a “covered wagon” or “prairie schooner” superstructure, and trot off to town with their products or their families behind a team of mules, horses, or oxen.

Another genus of this charnyall is the “depression

chariot,” modeled along ancient Roman lines and used by one-horse, one-mule, or one-ox families. The farmer removes the transmission gear and saws the body and chassis in half just behind the front seat. Then he attaches a pair of shafts to the remainder and backs his steed into them in the approved pre-automotive manner. When the tires cease to hold air he stuffs the casings with hay. He is free from paying gasoline taxes until his “engine” dies.

This “tax evasion” of Southern farmers is entirely legitimate, and is a striking protest against mounting gasoline taxes. Its wide-spread prevalence indicates that it is more than a stunt or an attempt to gain publicity, but a veritable necessity as far as the hard-hit farmer is concerned.

## Meet the New President of the A. P. I.



BLANK & STOLLER

**C.** B. AMES, for the past five years a Vice President, Director, and member of the Executive Committee of The Texas Corporation, was elected President of the American Petroleum Institute at its annual meeting in Houston, Texas, in mid-November. He succeeds Judge Amos L. Beaty, formerly President of The Texas Company, who has been President of the Institute for the past year.

Judge Ames, who resigned from The Texas Corporation to accept his new position, will give his entire time to the Institute, following a policy established a year ago by its directors.

During the years he has been with The Texas Corporation, Judge Ames has appeared before governmental bodies, trade boards and civic organizations, not only in behalf of The Texas Corporation, but in the interests of the petroleum industry itself. He has contributed several articles to THE TEXACO STAR during the past few years. He knows the value of public opinion and understands the petroleum industry thoroughly. Though a fighter, he is first a courtly and graceful conciliator. The field of inter-industrial relationships is familiar ground to him. His title of judge comes to him by right of service as Presiding Judge of Division No. 1, Supreme Court Commission of Oklahoma, from 1911 to 1913.

He was born 62 years ago in Macon, Mississippi, the son of Charles Bingle Ames and Sarah Jane Longstreet, and 20 years later received the degree of Bachelor of Science from Emory and Henry College. Later he obtained a law degree from the University of Mississippi. In 1893 he established a law office in Macon and the following year married

Elizabeth P. Allen.

In 1899, with Oklahoma Territory seeking to be numbered among the United States, Judge Ames took his family and his law books to Oklahoma City. The Texas Company was one of his clients in his special field of corporation practice. His work for this Company increased until eventually it re-

quired his full services and the spending of the greater part of his time in New York City. In 1923 he became The Texas Company's General Counsel. He was a leader in state and civic affairs in Oklahoma and an outstanding member of the bar. In 1916 that state's bar association elected him its president. In 1927 the *Daily Oklahoman* of Oklahoma City named him as the city's most useful citizen for that year—an annual award made by that newspaper.

During the World War Judge Ames served as Federal Food Administrator for Oklahoma, member of the State Council of Defense and chairman of the Oklahoma City Liberty Loan Committee. President Wilson appointed him assistant to Attorney General A. Mitchell Palmer, and he took charge of anti-trust legislation. In the famed United States Steel Corporation suit of 1920, Judge Ames represented the Government.

He loves Oklahoma City and still spends a part of his time there. He was a member of the law firm of Ames, Cochran, Ames & Monnet, in which two of his sons are partners. He does not look his age, perhaps because he is fond of the out-of-doors and plays as much golf as a busy life will permit.

Judge Ames, by nature and experience, is eminently fitted for his present task.

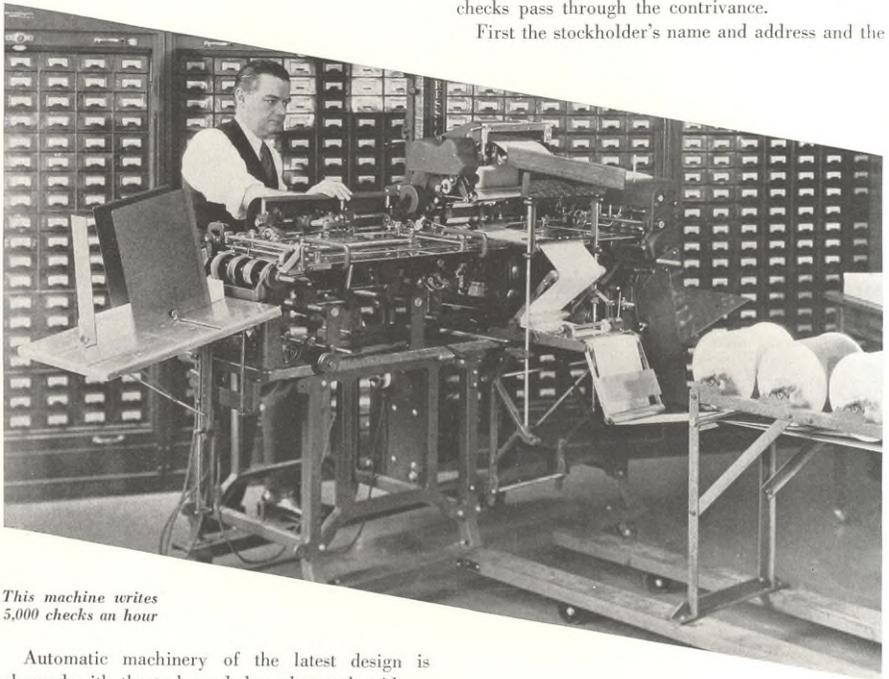
## Robot Checks

*The Quarterly Dividend is Practically Untouched by Human Hands*

**F**OUR TIMES a year The Texas Corporation's Treasury Department must fill out, sign, and mail some 90,000 dividend checks to stockholders of the Corporation. This gigantic payroll is made up and ready for the mails less than 10 days after the books close for a dividend payment.

dividends to which he is entitled. Drawer by drawer these stencils are fed into a compartment in the check-writing machine. Dividend checks, already printed in part and numbered, but bearing no names or countersigning signatures, are stacked in a large hopper at one end of the machine. Wheels revolve, levers move up and down, and, one by one, the checks pass through the contrivance.

First the stockholder's name and address and the



*This machine writes  
5,000 checks an hour*

Automatic machinery of the latest design is charged with the task, and does the work with so little effort that it has plenty of time for other routine duties, such as the regular semi-monthly payroll checks for certain departments of The Texas Company, addressing envelopes for THE TEXACO STAR and other Company publications, sending out proxies, and similar odd chores to which it may be assigned.

Along several square feet of wall space in the Stock Transfer Office of the Corporation in New York City are rows of steel cabinets, each drawer of which is filled with metal stencils bearing the name and address of each stockholder, and the amount in

amount payable are stamped into the check with penetrating ink. Then the countersigning signature is printed in the lower right hand corner. The finished checks emerge at the other end of the machine at the rate of 5,000 an hour. The checks are automatically counted as they are fed into the machine and again as they emerge. Both counts must, of course, tally. At the same time the machine also records several copies of a separate list, bearing the stockholder's name and address and the amount payable.

## The TEXACO STAR

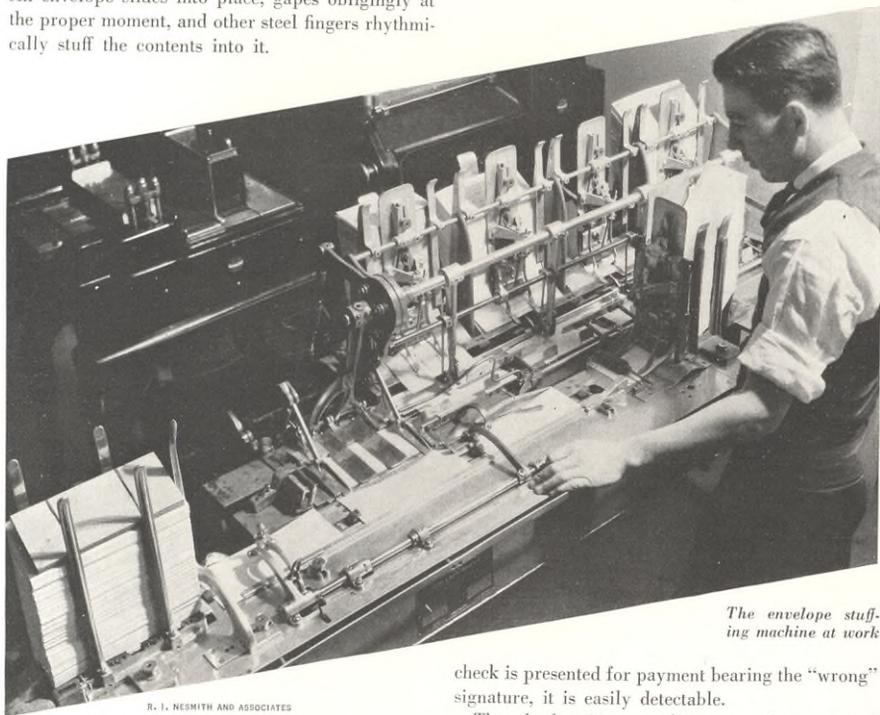
Bundles of finished checks are placed on the desks of the "checking teams." These employes must compare each printed check with the stockholder's name and the amount of his dividend payment which is carried in the Corporation's ledger account. The 90,000 accounts are sub-divided into handy sections, alphabetically, and the figures are finally balanced against the predetermined totals. Mechanical errors seldom occur, but even in this machine age it is wise to check and double check.

Now another machine takes charge. The checks are placed in a compartment at one end. Other compartments hold envelopes, notices, and advertising matter which is usually enclosed with the checks. Steel fingers grasp each check by the scruff of the neck and pass it down the line, while the enclosures are placed on top of it in a neat pile. An envelope slides into place, gapes obligingly at the proper moment, and other steel fingers rhythmically stuff the contents into it.

other hand, a check or other enclosure is omitted, the machine also stops at the behest of the gauge. Having passed this robot inspector, the envelope is licked by a moistened mechanical tongue and is ready for the postman.

Until quite recently all checks were signed by hand, 10 at a time, on a signograph machine. The new machine does away with this appreciably arduous task.

Two signatures of Assistant Treasurers of the Corporation are alternated on the checks to prevent forgeries. These signatures are kept under lock and key both on and off the machine. A predetermined number of checks is signed with one signature. Then the machine is changed and another predetermined number is signed with the other. If, later, a



*The envelope stuffing machine at work*

R. I. NESMITH AND ASSOCIATES

Each filled envelope passes under a delicately adjusted gauge, which "feels" the envelope to make sure that it contains the proper amount of material. If two checks have, by chance, been slipped into one envelope, the gauge calls attention to the fact by promptly stopping the entire machine. If, on the

check is presented for payment bearing the "wrong" signature, it is easily detectable.

The check-writing machine, manufactured and installed by the Addressograph Company, is not exactly a stock model, as many improvements in design and performance were suggested by The Texas Corporation. Addressograph engineers, accustomed as they were to robots, were rather surprised at some of the things they found the new machine could do.

—P. C. H.

# EDITORIAL

## Very Diverting!

Larger and larger portions of the golden stream of state gasoline taxes are being diverted to purposes other than that for which they were instituted—the construction and maintenance of highways. In 1931 ten states diverted \$17,464,736 of gasoline tax moneys to schools, prison construction, oyster propagation, state general funds, aviation, inland waterways, expenses of state revenue departments, emergency unemployment relief, and the distribution of field and garden seed.

Nearly \$13,000,000 in gasoline tax receipts was directly diverted by state authorities during the first six months of 1932. Florida diverted \$1,116,845 to the state general fund. Texas transferred \$3,351,566 to the free school fund. New York State diverted \$5,685,536 to the state general emergency fund and to New York City's general fund, and North Carolina spent \$345,246 of gasoline tax money on prison construction and equipment.

But these amounts do not by any means take into consideration the "unofficial" or indirect diversion of gasoline tax receipts, a practice which resulted in 1932 in the diversion of nearly \$150,000,000 in gasoline tax money.

Fifty-five million dollars of a total bondage of \$100,000,000 in New Jersey has already been diverted to other than strictly highway purposes.

Connecticut is planning to divert any increase in gasoline tax revenues to cities for unemployment relief.

South Dakota proposes to divert two cents per gallon (one-half the tax) to the state general fund for an indefinite period to meet an emergency situation with regard to the state indebtedness.

Rhode Island intends to devote *all* future gasoline tax receipts to unemployment relief for a definite but as yet unspecified period.

Gasoline taxes are being made to support a million-dollar poor-relief program in Indiana.

At the November election in Illinois, a bond issue of \$20,000,000 was approved—to be paid out of future gasoline tax receipts. These bonds mature in 12 years. Interest, which must also be paid out of gasoline tax receipts, is \$6,345,000.

Senate Bill No. 30, State of Illinois, provides that counties may divert their share of the gasoline tax receipts prior to June 30, 1933, to unemployment relief. Nearly \$1,700,000 has already been diverted under this bill, and it is possible that the figure may reach \$6,000,000.

Under Illinois' Meents Bill, it will be possible for counties to issue bonds against future gasoline tax receipts in amount six times their apportionment. The counties' share of the gasoline tax should be about \$9,000,000. On this basis \$54,000,000 in bonds could be issued. It is reasonable to assume that the interest would run to at least half that sum, or \$27,000,000, making the total possible diversion \$81,000,000.

There is noted in many states a tendency to divert the gasoline tax revenue away from state highway construction and maintenance and into the state general fund. This means that once in the general fund, the money can be used for any number of purposes. Such diversion is hard to trace.

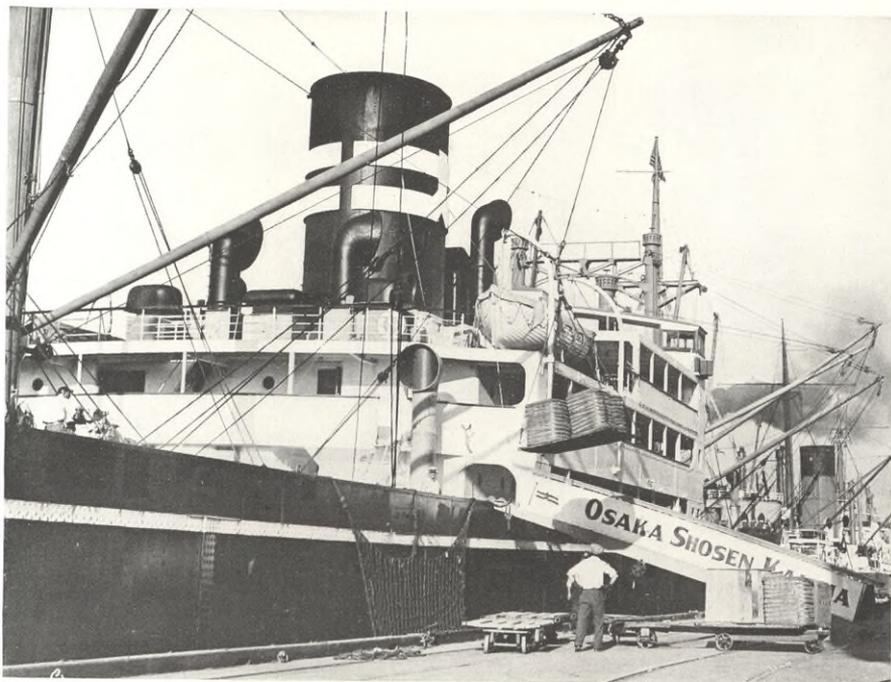
The point is not that the money is not being used for a worthy purpose—unemployment relief, schools, and the like are entitled to support by the citizens—but one class of citizen, the motorist, is bearing an undue share of the burden.

As a contrast, the amount the states spent on state highways has declined within the past year: \$152,422,702 was spent in the first six months of 1932, against \$158,332,132 in the first half of 1931. There was also a decline in expenditures for local roads—\$45,962,860 as compared with \$48,416,879 in the first half of 1931.

This diversion indicates either that more money than can be used for roads is being raised, or the user of the highways is being unfairly taxed, according to C. B. Ames, President of the American Petroleum Institute. Judge Ames has outlined what in his opinion is a workable program that should mean lower taxes for the gasoline buyer, less illegal competition for business, and more income for state governments. It is as follows:

1. Establish our state highway programs upon a sane, sensible, and practicable basis, considering each mile of highway as an investment, the amount of which may be measured by the possible return from taxes paid by the users thereof.
2. Build extensive mileage of low-cost roads, rather than short mileage of expensive roads.
3. Reduce motor vehicle taxes to rates which encourage, rather than discourage use and which tend to augment, rather than to curtail revenue.
4. Reduce gasoline taxes to a reasonable, fair, and collectable level, such as two cents per gallon, or ten per cent of the normal market price of the commodity taxed.
5. Collect fully the taxes.

With this program we are in hearty agreement.



*Silk shipments are given the right-of-way by railroad and steamship companies*

COURTESY UNION PACIFIC RAILROAD

## Silk—Speedy Traveler

By F. E. SMETHERAM

Assistant Creditman, Seattle District

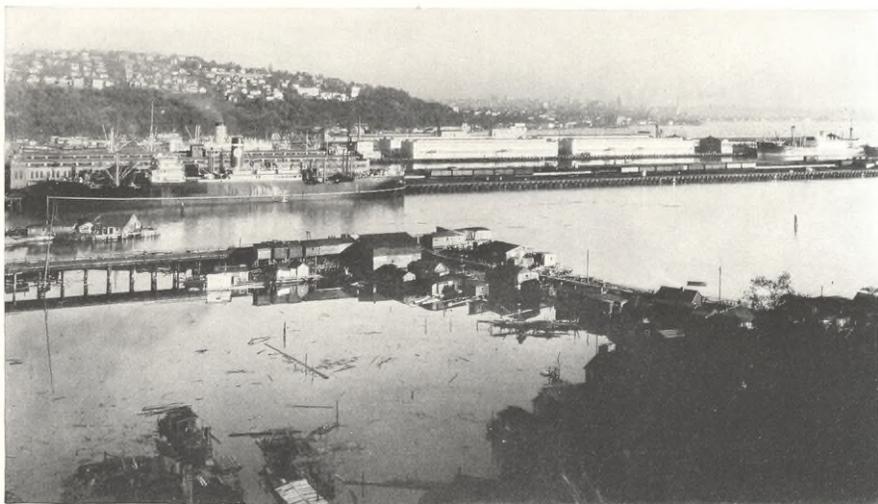
**A**DJOINING the Texaco bulk plant at Seattle, Washington, are some of the largest commercial docks in the world. They are the Smith Cove piers of the Port of Seattle. Here the Dollar Steamship Lines' big President liners, 535 feet long and displacing 21,167 tons, tie up after arriving from Oriental ports and discharge their passengers and cargoes.

One of the principal items unloaded by these steamers is raw silk. Seattle is one of the most important raw silk ports of entry in the United States. The reason for this is that interest charges on a cargo of silk mount rapidly, and it is good business to control this cost factor as much as possible by reducing the shipping time to a minimum. Seattle is approximately one day's sailing closer to the Orient than any other American port on the Pacific

Coast, and is obviously closer than the Atlantic ports. Since most raw silk comes from Japan, Seattle's importance as a port of entry for this product is easily understandable.

The average silk cargo consists of 2,500 bales, weighing 138 pounds each and valued at about four hundred dollars a bale—one million dollars for the shipment. Insurance charges are one and one-quarter per cent on the value of the cargo; freight charges total nine dollars a hundred pounds. Interest charges vary, but the normal rate is from five and one-half to six per cent per year. With an interest rate of six per cent and 14 days handling time, the total charges on 2,500 bales of raw silk would come to \$45,883.38—a tidy sum. Thus it is that the cargo is handled with dispatch.

These big silk shipments are always carefully



(Above) A section of the Smith Cove piers adjoining the Texaco bulk station, Seattle, Washington

guarded and are given the right of way by both the steamship and railroad companies which handle them. As the big ship steams into Puget Sound with its precious load, an express train with empty baggage cars and a high-speed locomotive rolls out on the huge pier at which the ship will dock. While the liner is being warped alongside, the pier hatches are opened, and everything is made ready to hoist the silk over the side to the wharf and place it aboard the train just as soon as clearance from the United States Customs is secured. This is obtained just as quickly as possible after the ship ties up at the dock.

The minute that clearance has been received, the bales start over the side of the ship. They must be handled carefully to prevent damage to the material. Steamship and railroad company employes work together to check the silk off the boat and into the waiting cars. Four thousand bales have been transferred from steamer to train and started



COURTESY AMERICAN MAIL LINES

(Left) Transferring the silk from ship to train for its record-breaking transcontinental dash

on their transcontinental dash just three and one-half hours after the liner tied up at the pier.

It is 4,250 miles from Yokohama, Japan, to Seattle, and 3,200 miles from Seattle to New York—a total of 7,450 miles. The average time for shipping raw silk over this distance is only 13 days and 20 hours. Silk-laden ships and trains make record runs between these points as a matter of regular

schedule and regard it as all in the day's work.

High-quality lubricants and fuel are needed to obtain the first-class performance which is so essential to the successful, efficient operation of these steamers and crack express trains. From Seattle, and from other points along the Pacific Coast, silk trains of the Northern Pacific, the Chicago & Northwestern, the Chicago, Milwaukee, St. Paul & Pacific, and the Union Pacific railroads use Texaco products. And when the silk reaches its destination in the many textile mills of the United States, Texaco products will also be found lubricating the machinery.

## Judge Taylor

**T**HOMAS MARSHALL TAYLOR, Director of the Department of Governmental Reports of The Texas Company, died suddenly November 28, 1932, in New York City. His death brings to a close the career of one of the Company's ablest employes and staunchest friends.

Judge Taylor was born August 20, 1867, at Melrose, Texas. He received his B. A. and M. A. from Southwestern University, Georgetown, Texas, and upon receiving his law degree from the University of Texas, began the practice of law at Calvert, Texas, in 1896. He served three terms as county judge of Robertson County, Texas, and from 1902 to 1907 was engaged in the mercantile business in Palestine, Texas. He returned to Calvert to enter the banking business, remaining there until 1910 when he went to Houston as Vice President of the Bankers Trust Company.

In 1917 Judge Taylor entered the employ of the Legal Department of The Texas Company. When the Company's Department of Governmental Reports was organized in 1920, he became its Director. His achievements in this field were outstanding; he came to be regarded as an authority on Federal tax matters, and his services to The Texas Company were held in high esteem.

While engaged in the banking business at Houston, Judge Taylor took an active part in the development of irrigation projects in the Lower Rio Grande Valley of Texas.

Mrs. Mildred Marshall Scouler, who was associated with Judge Taylor for many years, has written a tribute to him which THE TEXACO STAR is privileged to quote in part:

"A man of studious reflection, he had a quiet way about him, and a direct and pleasant manner. Though his body was often racked with severe pain, caused by the neuritis from which he suffered, throughout his life he possessed a happy and robust spirit. This spirit and an indomitable determination to conquer all difficulties, actuated his whole life.

"Frankness, exact justice, integrity, and punctuality were his chief characteristics. Gifted with a sense of orderliness and thoroughness, he was punctilious and exacting in all that he did, and he expected the same of those associated with him.

"But the picture that remains with his friends is the human side of the man. In the midst of big business, where so often the noise of trade and industry speaks chiefly of gain and competition, Judge Taylor ever remained to his friends the genial and lovable 'Tom Taylor' they knew as a young man."

His wife, Mrs. Pauline Adoue Taylor, whom he married in 1899, survives him, and to her The Texas Company extends its sincere sympathy.

## Wright Heads New Territory

**A** NEW unit of The Texas Company's Domestic Sales organization was created as of December 1 from the Company's Northern Territory which, up to that date, contained 28 states. The unit will be known as the Central Territory, and S. B. Wright, formerly District Manager, Chicago District, becomes its manager.

Sales districts of the Company in the United States are now grouped into four territorial units: the Northern Territory, which now includes the New England States, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, and North Carolina; the new Central Territory, embracing Wyoming, Colorado, Kansas, Nebraska, North Dakota, South Dakota, Minnesota, Iowa, Wisconsin, Michigan, Missouri, Illinois, Indiana, Ohio, and Kentucky; and the Southern Territory and the Pacific Coast Territory [the latter operated by The Texas Company (California)] as they have existed for some time.

The new Manager of the Central Territory, Mr.

Wright, was born January 1, 1887, at Rock Falls, Illinois. He entered the service of The Texas Company in 1914 as a salesman in Chicago District. In 1918 he became General Salesman, was made Assistant Superintendent in 1920, Superintendent in 1924, and was appointed District Manager the following year. On Feb. 1, 1931, he was appointed Vice President and Sales Manager of the Indian Refining Company, an affiliate of The Texas Company.

Mr. Wright, in addition to his new duties as Sales Manager of the Central Territory, will continue as Vice President in charge of sales of the Indian Refining Company.

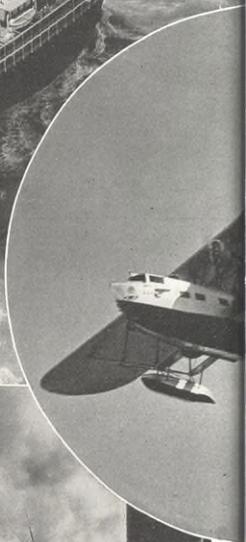
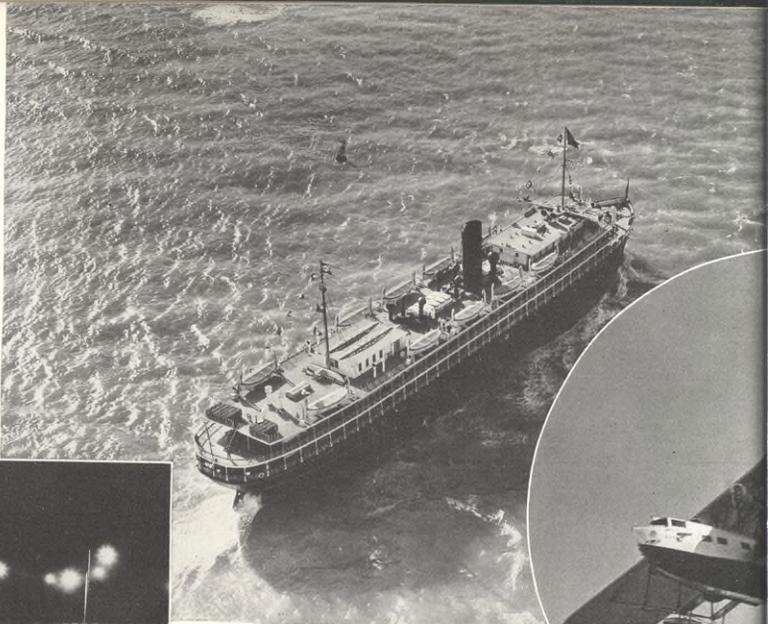


S. B. WRIGHT



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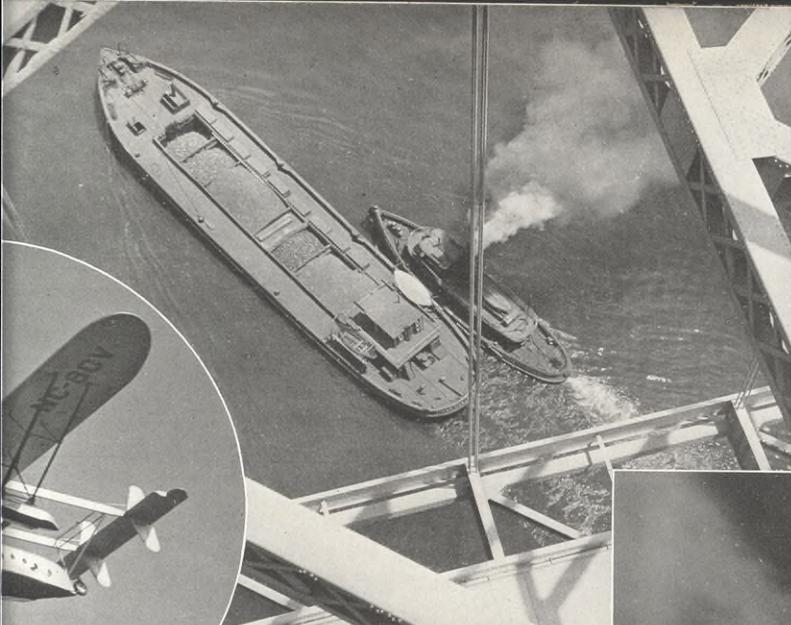
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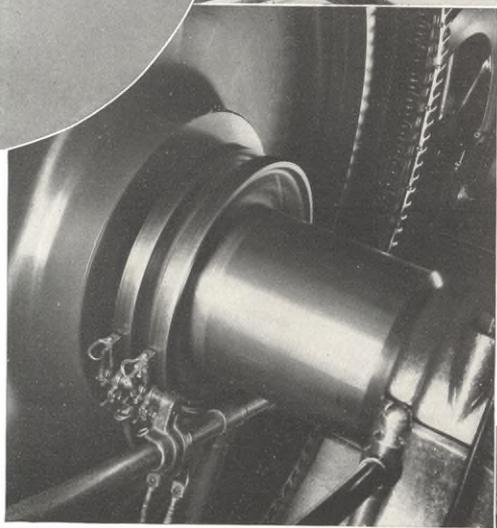


**INDUSTRIAL  
INTO**



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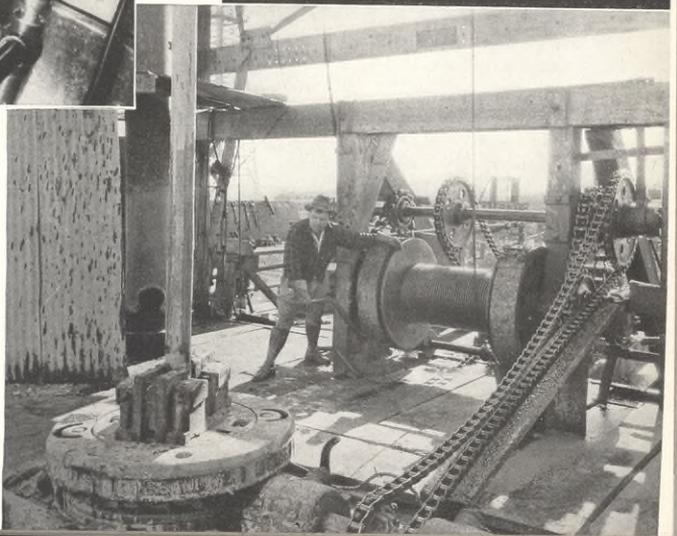
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R. I. NESMITH & ASSOC.



# MOVES 1933





The motorist cannot carry the driving practices of Summer over into the Fall and Winter

PHOTOS BY EWING GALLOWAY

## Winter Driving Hazards

*Don't Try Your Summer  
Tricks on Jack Frost*

**I**MPROVED motor-vehicle design and higher quality fuel and lubricants have made the year-round operation of automobiles a commonplace. Few motorists today feel it necessary or desirable to place their cars in dead storage for the Winter months.

Automobile owners everywhere have insured the proper operation of their cars this Winter by having the crankcase drained and refilled with the correct grade of Texaco Golden Motor Oil or Havoline WaXfree Oil. The establishment of Texaco Certified Lubrication on a nation-wide scale has provided extra driving insurance, while Texaco Fire-Chief and Texaco-Ethyl gasolines assure quick starting of the motor in all weather.

Your Texaco service station operator should be permitted to check regularly on whether alcohol or anti-freeze preparation maintains the proper ratio

to the water in the radiator, and your neighborhood garage man should have tuned up the car as soon as cold weather set in. The carburetor should have been set for a richer mixture, electrical connections tightened, cleaned, or replaced, and brakes adjusted so that the car may be stopped quickly and smoothly.

Last Summer motorists took full advantage of good roads and high-speed cars to drive their automobiles in a manner that would have been considered the height of folly a decade ago. These methods, safe enough during months when virtually perfect highway conditions prevailed, must be changed this Winter in the interests of safety to the driver himself and to others who use the roads.

"The automobilist cannot carry the driving practices of late Spring and Summer over into the Fall and Winter without running a great risk of accident," says Maxwell Halsey, traffic engineer of the

## The TEXACO STAR

National Bureau of Casualty and Surety Underwriters. "Conditions become vastly different in the Winter, and the driver must take them into consideration."

Rain, snow, sleet, hail, and ice, early darkness, haste to reach home and escape the cold, tightly closed cars and low visibility—all contribute to the hazards of Winter driving.

The condition of tires has a great deal to do with the operation of a motor car. Any Texaco service station attendant will inflate them to the proper pressure without charge and inform the driver if they are not in good condition. New tires may be purchased at Texaco service stations, as well as new light bulbs, which should be substituted for any dim or defective bulbs which do not fully illuminate the road ahead. Many Texaco stations now sell windshield wiper blades which aid clear and unobstructed vision. Chains are important, and they are available at many Texaco stations.

Skidding is the chief danger of cold-weather driving. In 1931, 1,740 persons were killed and 51,720 injured in 44,510 accidents that resulted from skidding. Since 1928 the number of lives taken by motor car accidents throughout a year has not fallen below 30,000. The motorist must realize that he is in danger of skidding not only on a visible wet or icy surface, but also on one hidden under a bed of fallen leaves or a light fall of snow. Allowance must be

made for early darkness and decreased visibility, and driving speeds should be reduced so that a car can stop within the distance illuminated by its headlights.

Many motorists fail to take into consideration the effect which road surfaces and the condition of tires have on stopping distances. On a normal highway surface, a car moving 20 miles an hour, or 29 feet a second, can be stopped in 39 feet with two-wheel brakes, and 20 feet with four-wheel brakes. One traveling 50 miles an hour, or 73 feet a second, requires 244 feet in which to be brought to a halt with two-wheel brakes, and 125 feet with four-wheel brakes. Generally a half-second is consumed before the driver reacts.

These stopping distances are minimum and take into account the half-second required for the driver to react. The distances will be considerably increased if the road surface is wet, muddy, or coated with snow or ice, or if the car is on a downgrade. The Winter driver should know how quickly he can stop his car and should make a wide allowance for all conditions.

Although the condition of brakes is important, Winter drivers should remember that if a car goes into a skid, applying the brakes is a very foolish thing to do. A light touch on the accelerator the moment the skid is felt helps the wheels to get traction which, with a firm and gradual twist of the steering wheel, will bring the car back to its original course.



Skidding is the chief danger of Winter motor car operation

## Texaco and The Sunshine Special

**A** TRAIN with a purpose was placed in service 16 years ago by the Texas and Pacific Railway; during that period it has developed into a train with a personality. The Sunshine Special, which reaches the Texas and Pacific rails at Texarkana, Texas, is acclaimed by many the Southwest's most popular train because of its speed, safety, and luxury. There was a definite need for it when it made its first trip; today it continues to fill that need efficiently and creditably.

On the southward route from St. Louis, through Memphis, Shreveport, New Orleans, and El Paso, the Sunshine Special with its connections provides effective communication and establishes a closer relationship between the West and Southwest, on the one hand, and the North, East, and Southeast on the other.

The traveling public is essentially a comfort-

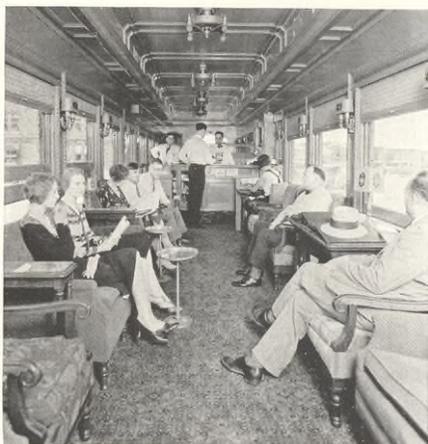
loving public, and year after year improvements on the Sunshine Special have kept pace with public demand.

Recently, new lounge cars were added to other improvements that 16 years of operation have brought. It has been said that the lounge cars on the run between St. Louis, Dallas, Fort Worth, and El Paso, westbound on the Sunshine Special and eastbound on its companion train, The Texan, are among the finest in the world. These luxurious cars are equipped with a soda fountain where the traveler can secure hot or cold beverages, sandwiches, cigars, cigarettes, assorted candies, playing cards, and the like. Even toilet accessories are carried for the patron's convenience. These lounge cars are equipped with shower baths, and complete valet service is furnished by an attendant. A radio, specially built, adds to the passenger's entertainment

*The Sunshine Special at Fort Worth with the new passenger station in the background*



*Speed, safety and luxury are provided: Interior of a lounge car on the Sunshine Special*



as the Sunshine Special speeds across the picturesque and alluring Southwest and through the heart of historic Texas.

This celebrated train passes within easy reach of the renowned Carlsbad Cavern, sometimes called "the eighth wonder of the world." Travelers may make a one-day round trip to this scenic attraction on motor coaches that meet Texas and Pacific trains.

Giant, oil-burning locomotives that are the standard for speed, safety, and cleanliness make the Texas and Pacific route popular.

The Sunshine Special, while on Texas and Pacific rails, has been lubricated for years solely with Texaco lubricants, which have contributed in no small measure to its fine, on-time performance.

**NOTE:** This is the eighth of a series of articles dealing with important users of Texaco products in the field of railroading.—EDITOR.

## The TEXACO STAR



COURTESY NEW YORK DAILY MIRROR

Eytinge on his record-breaking run around Manhattan

# Young Man Around Town

By BRUCE EYTINGE

Bruce Eytinge, former member of the British Royal Flying Corps, set a record for inboard motor boats in a race against time around Manhattan Island, the center of New York City, recently. Mr. Eytinge piloted the *Me Too*, a stock Gar Wood runabout owned by Captain William H. Berri, who accompanied him over a course for which no inboard record had ever been officially set.

The boat was driven by a 425-horsepower converted Liberty motor, fueled and lubricated with Texaco products, and his time of 37 minutes 33 and one-fifth seconds is considered remarkably fast for the 29-and-one-half-mile stretch under the conditions that confronted him. Mr. Eytinge tells his own story of the experience, exclusively for THE TEXACO STAR—EDITOR.



I HAD often wondered why an official inboard speedboat record had never been made on the course around Manhattan Island. On October 16, 1932, I still wondered why it had remained for me, an unknown amateur and a real beginner, to establish the first stock runabout, or inboard motor boat, record on this course.

Having had but four years' boating experience in a 27-foot raised deck cruiser on the bay waters between Baldwin and Amityville, Long Island, I certainly was not an experienced sailor. Early last year I drove my first runabout, an 18-foot craft with an 85-horsepower motor.

When I inquired from the American Power Boat Association about official speedboat records around Manhattan Island, I was told that the only one standing was made in 1931 in an outboard race at an average speed of 34 miles an hour. I knew that if I could get the permission of the owner of the *Me Too*, a stock runabout I had been racing recently, I could beat that record. Eventually the A. P. B. A.

promised official sanction and set the time for October 16, two hours after high tide at Governors Island. The start and finish was to be at the Columbia Yacht Club at Eighty-sixth Street and North River. This left only two days for preparation and getting acquainted with the course, which was strange to me.

The weather was far from promising just before starting time. J. G. Van Santvoord, Superintendent of The Texas Company's Marine Lubricating Division, tuned up the engine for the start. The used oil was pumped out and replaced with Texaco Marine Engine Oil and the fuel tank filled with Texaco Fire-Chief Gasoline. Captain William Berri, owner of the *Me Too*, jumped in alongside me. The A. P. B. A. timers had their stop watches ready on the club float as we ran downstream, turned back for a flying start, and flashed across the starting line.

This record run should have been attempted on Hallowe'en as a ducking contest, for I was soon to discover that I would be very busy dodging driftwood, logs, seagulls, bridges, rowboats, barges, tugs, ferries, and more driftwood. I yelled to Captain Bill to watch the instruments, especially the

M. D. ANDERSON UNIVERSITY OF HOUSTON

## The TEXACO STAR

water temperature and oil pressure gauges. I had to keep my eyes up and forward while driving with one hand and holding the gas and spark throttles wide open with the other.

As we sped north, and were nearly beneath the George Washington Bridge, a big seagull dived at my white helmet, evidently mistaking it for a fish. Through flocks of gulls and more driftwood we approached the New York Central Railroad drawbridge at the northern tip of Manhattan Island, going 50 miles an hour or better.

The clearance under the bridge seemed pretty small, and I realized that if we were to get under during such high tide the boat must lose all speed, settle to its lowest possible position, and coast through in neutral. We made it, but the boat had to be steered through at an angle between two cross girders to keep our windshield from being wiped off. We missed crashing a girder by less than two inches, and if you doubt my word, take a measurement of the clearance during flood tide in a 23-footer.

In a moment the engine was running wide open again, and we snaked through Spuyten Duyvil, roared underneath Broadway, and down into the Harlem River. There, right in the middle of the water-way, appeared something that looked like the famous "three men in a tub." Their rowboat was crossing our path, and they waved us aside, so that we headed for a long plank floating in the water straight ahead. They were close on our port side, and there was another plank off to our starboard. There was no

chance of ducking one of those planks. In advance I could imagine the thud and feel my 20-by-36-inch propeller chewing up a plank and knocking my record run to splinters. But it never happened. The V of the bottom of the boat must have thrown the plank aside as we raced on our course without a change in speed.

Hell Gate gave us our roughest water, but we soon left it behind, as we did Welfare Island and the Navy Yard. As we headed toward the Lower Bay, Governors Island was off our port side, but only for a few seconds. We raced close to the piers along the Battery, hit the wake of a big tug, and dipped in salute to the Statue of Liberty in the distance as we swung into the North River again.

Driving hard, with spark fully advanced and the gas throttle wide open, I was proud of the boat's performance. Water was cooling perfectly, oil pressure was up to par, and there was nothing to worry about but flashing across the finish line at the yacht club. The boat had not been dried out to lighten it, but had been in the water for four weeks. The propeller was the original one that had come with the boat, and had never been removed from its shaft.

As the spectators flocked to the landing's edge at the yacht club and the timers leaned forward to clock the finish, we shot by in perfect running condition. We had covered 29 and one-half miles in 37 minutes 33 and one-fifth seconds, averaging 47.13 miles an hour through the obstructed waters around Manhattan Island. My hat is in the ring to defend this record any time.



MR. EYTINGE

## New Year Statement

By C. B. AMES

President, American Petroleum Institute

THE YEAR 1932 has been a testing time for the petroleum industry in all of its divisions, just as it has been for other pursuits. The tests that have been faced by producers, refiners, and marketers of petroleum products have been met with rare courage and fortitude. Profits of course have not been satisfactory, but the petroleum balance sheet for 1932 presents a more optimistic picture than did that of 1931.

Perhaps the most conspicuous improvement in the position of the industry was in the intangible

field of "better understanding." It was a year that marked a distinct advance in the treatment by state legislative bodies of a great natural resource and its conservation. Not only did legislators come to have a better understanding of the problems of the industry as it affects the welfare of their constituents, but the people themselves, particularly in producing territories, have shown increasing interest in conservation. Further evidence of a growing spirit of cooperation was shown in the activities of the members of the Oil States Advisory Committee representing 10 oil-producing states.

Some of the significant developments in the petroleum industry during 1932 are as follows:

(a) In May the Supreme Court of the United States upheld the Okla. (Continued on Last Page)



*Humboldt County Court House at Winnemucca (left) and a Winter scene on Lay Street*

## Texaco at Home—X

# WINNEMUCCA

THE "Forty-niners" who drove covered wagons across the western plains and the Rockies were far-sighted. Their eyes were on California and its gold; few of them thought anything along the way mattered unless their prairie schooners broke down, their horses and mules became too balky or ill to go on, and luck went against them generally. Then there was nothing to do but settle down and make the best of it.

So, until the Virginia City Mines were discovered, and Goldfield and Tonopah became little meccas of the West, Nevada was just a territory for the pioneer to get across as quickly as he could—and that wasn't very quickly, for 75 miles was a long day's journey. But names in the state like Midas, Golconda, and Silver Peak show that the cross-country trekkers did find much that was worthwhile in Nevada. They soon discovered that there were other goals besides California.

French Bridge or French Ford was just a name for a little cluster of shacks on the Humboldt River before 1861, but the fact that it was an oasis with desert flats on either side made it attractive. Soon there were ranches with thousands of horses and cattle near by, among them the vast Miller & Lux holdings that provided work for many men. The Secretary of the Interior under President Lincoln changed the name of the town to Winnemucca in honor of an Indian chief famous in that locality.

Today Winnemucca is a prosperous little town on the Victory Highway. The automobile has taken away the horse, but ranch life is not yet extinct. Transportation has progressed from the days of the horse and mule, the stage coach, and the horse and buggy down to the present day of fast, safe, and comfortable automobiles. The highway service station has largely replaced the ranch stable and the livery stable of other days.

It is now possible for the motorist to go as far in two or three hours in comfort as the "Forty-niner" traveled in a day with great hardship, and there is no reason why he need be delayed by a "balky" or broken-down automobile or by lack of automotive supplies.

Naturally, Texaco products and Texaco service are available in Winnemucca and in many other places along the Victory Highway. The slogan, "You are never more than an hour from a Texaco pump," holds as good along the Victory Highway as along every other "main street" of the United States.

But whatever may be the tourist's goal, he should be cautioned against making the mistake of those who preceded him along the route and thought that "far pastures are greenest." Many other towns along his way, like Winnemucca, may hold charms of quaintness and scenic interest well worth his while to investigate.

M. D. ANDERSON & HOUSTON  
UNIVERSITY OF HOUSTON



PHOTOS COURTESY VICTORIAN GOVERNMENT RAILWAYS

*The River Yarra and the boatsheds from Princes Bridge in the City of Melbourne*

## With the Texaco Globe-Trotter in

# VICTORIA

NOTE: This is the fourth of a series of articles on Australia prepared by The Texas Company (Australasia) Limited, and published as a supplement to the regular "Globe-Trotting with Texaco" articles on Australia which appeared some time ago.—  
EDITOR.

VICTORIA, second-smallest state in the Commonwealth of Australia, has a total area of slightly more than 56 million acres—barely one thirty-fourth of the area of the continent.

The history of this small but progressive state covers a century of romantic endeavor. The unknown, unsettled expanse of country was first trodden by white feet in 1797, when the survivors of the merchantman, *Sydney Cove*, which foundered off the Furneaux Islands, struggled ashore. The first successful settlement was established at Portland in 1834 by the Henty brothers.

John Batman established himself and his men at Port Phillip in 1834 and bartered beads and trinkets to the aborigines for 600,000 acres of land. Next year the founder of Melbourne, John Pascoe Fawcner, arrived and in 1836 the Port Phillip District was proclaimed open for settlement.

Gold brought the first real stimulus to settlement in Victoria. On August 3, 1851, the beginnings of the fabulous riches of Ballarat were discovered by Thomas Hiscock, and in November of that year Henry Frenchman, in the Golden Gully at Bendigo, tapped the first golden stream which was to flow from that field. (At both of these towns The Texas Company [Australasia], Ltd. has established inland bulk depots for the distribution of Texaco petroleum products.) Gold began to be freely found in Victoria, and was followed by the wild, exciting period known as the "Roaring Fifties."

A Ballarat miner took £1,300 worth of gold in one day's work. A Bendigo miner obtained £3,000 in six weeks. Before the end of the year 1851, 249,000 ounces, valued at nearly £900,000 was obtained. The two largest nuggets ever found in Australia are the "Welcome Stranger," weighing 2,230 ounces, and the "Welcome Nugget," weighing 2,217 ounces, both produced in Victoria.

Windjammers, crowded with adventurers eager to win fortunes in this new Eldorado, fought their way across 20,000 miles of ocean. On the mining fields, men scrambled and fought and slashed the

## The TEXACO STAR

earth that it might bleed gold. On several occasions the miners had to fight for their rights. On December 3, 1854, an attack was made on the Eureka Stockade at Ballarat, and 23 miners and soldiers were killed. The Eureka Stockade is situated next to the property of the Texaco bulk depot at Ballarat, and is perhaps the most historic place in Australia, as it is the only piece of ground where any actual fighting took place.

Gold to the value of £80,000,000 was taken from Bendigo alone. A little gold is still being mined, but the wealth of the state now rests on its more assured primary and secondary industries.

In the short span of a normal lifetime, Melbourne, capital of Victoria, has risen to the position of eighth city in the British Empire, and eighteenth in the world. It covers 259 square miles and houses more than a million people.

In Melbourne alone there are upwards of 5,500 factories, representing a remarkably wide range of industries. At Newport, where our Melbourne Terminal is situated, there is a huge power station which generates energy for the operation of 403 miles of electrified railway which converges on Flinder Street, one of the busiest passenger stations in the world.

Geelong, with a population of more than 43,000 stands second to Melbourne. A busy port, it is notable for its wool stores, wool scouring works, and a large, modern distillery.

Inevitably, statistics must be introduced to tell the story of Victoria's progress and achievement. Of her 56 million acres, more than seven million are under cultivation. Twenty-six and one-half million acres are pasture, and 18 million acres are wooded areas, including about four and one-half million acres of permanent state forests and timber reserves. The annual production averages nearly 40 million bushels of wheat, six and one-half million bushels of other cereals, 139 million pounds of wool, 106 million pounds of butter, cheese, bacon and ham, five million hundredweight of dried fruit, and 1,400,000 gallons of wine. Eighty thousand acres of Victorian land are under orchards which provide a livelihood for 7,500 growers.

The state's population is approaching two million and the annual revenue totals £27,000,000. The public debt is in the vicinity of £153,000,000, but savings bank deposits total £169,000,000.

Although Victoria's remarkably uniform climate and rainfall insure successful farming or grazing throughout most of its area, the fertility of the soil



*Mount Buffalo National Park is a Mecca for Winter sports lovers*



(Above) Irrigation canal in a fruit-growing section at Shepparton



(Left) A Koala, or Australian native bear, sits for his portrait

is such that its utmost productivity can, in many parts, be best obtained through irrigation and intensive culture. This fact

has led Victorian governments, for many years, to concentrate attention on a comprehensive policy of water conservation, designed eventually to bring under intensive culture every acre of the state which it is at all desirable and practicable to irrigate.

In her thickly wooded forests Victoria possesses about 20 different timbers of high commercial value, the majority being of the eucalyptus family. The giant gum trees grow 440 feet high in exceptional cases and have a circumference of from 40 to 50 feet. Planks 200 feet long have been cut from some trees.

About 185 forest sawmills are operating, producing annually timber to the value of more than £780,000 and firewood to the value of £910,000. Experiments have proved that the volatile oils contained in the leaves are highly valuable and will yield charcoal, vinegar, tar, and non-condensable gases.

The undergrowth of the giant gum forests is composed of tree ferns. Wattle trees abound, filling

the air with their delicious perfume. The wattle, with its beautiful golden blossom, is the national flower of Australia.

A possession of perhaps even greater value to the state than her existing forests, are the immense deposits of brown coal, covering an area of some 1,200 square miles. The beds are reputed to be the richest known. An electrical power house at Yallourn, on the Morwell coal fields, has a capacity of 75,000 kilowatts. The main transmission line to Melbourne, carrying current at a pressure of 132,000 volts, is 110 miles long. The distribution scheme will eventually cover most of the state and already reaches places nearly 300 miles from Yallourn. A briquetting plant at Yallourn has an existing capacity of 150,000 tons a year which will shortly be increased to 360,000 tons. In one square mile it is estimated that there is enough electrical energy to supply Victoria's requirements for 150 years.

In Southern Victoria black coal is also present in large quantities. The most important field is at Wonthaggi and is controlled by the Victorian Railways Commissioners. An area of about 17 square miles has been reserved for mining and nearly 700-

## The TEXACO STAR

000 tons of black coal are obtained from the mine yearly.

There are 5,000 miles of railway track in Victoria, and every year the railways carry an average of eight and one-half million tons of freight and 165 million passengers, earning, all told, £13,000,000.

The aborigines of Victoria are now confined in a settlement near Sale, Gippsland, Victoria. It is interesting to visit this reservation and see the skill with which the boomerang is thrown.

The kangaroo is the most important animal found in Victoria. Though protected, they are becoming scarce, as they afford excellent sport in a run across country with dogs, and quite a number have been killed. The opossum is found abundantly in nearly every part of Victoria. They are very seldom seen in the day time, but on a clear, moonlit night may be seen scuttling around the branches in large numbers. The skins are valuable, and a great number of them are exported.

The native bear, called by the aborigines the *koala*, is one of the most curious animals found in Victoria. It is

about two feet long, and of a thick-set appearance. It is quite harmless and lives on leaves and the tips of gum trees and, it is believed, can exist without water. The animals are all marsupials and, because of this, they afford an interesting study. Next comes the wombat with its powerful build and flat-footed, shuffling gait. This animal resembles a rodent, with its strong jaws, which enable it to burrow under the ground.

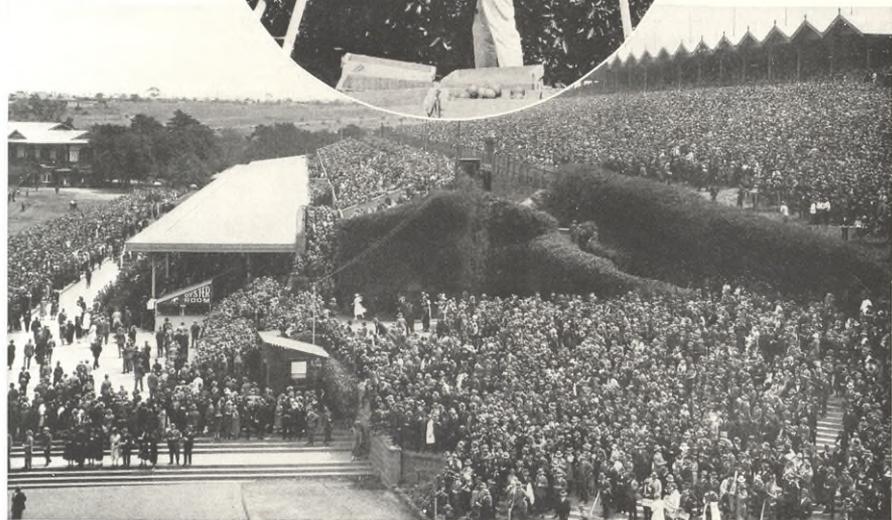
One of the strangest animals in the world, the platypus, is found in Victoria. The platypus and the echidna, or porcupine ant-eater, another native of Victoria, are the only two mammals now left which lay eggs. The former is a pretty animal, with deep brown, velvety fur. It is very peaceable and a strong swimmer. They are web-footed, have the beak of a duck, but with teeth, and they grunt like pigs.

The lyre bird is one of the most timid and cautious birds found. The tail of the male is seldom less than 20 inches long and is generally carried trailing on the ground. Song birds are generally small, but the lyre bird is one of the largest. It  
(Cont'd on Last Page)



(Left) Large areas of Victorian lands are devoted to citrus growing

(Below) Melbourne Cup Day at Flemington Race Course is a big event



# STAR DUST

## ■ A GOOD SIGN

An example of the pride that San José, California, takes in Texaco service stations and the road information available at them is the illustration at the right showing a sign placed in San José by the local chamber of commerce. Although there are nearly 300 service stations in the city, the Texaco station was chosen as one of four to be pointed out as an official station for tourist information. Its selection was based on the cleanliness, service, courtesy, and quality of products available at the station as well as the completeness of its road maps and highway reports.

## ■ NEW YEAR STATEMENT

(Continued from page 18)

homa statute which, in order to prevent waste, limits the production of crude oil to the reasonable market demand.

(b) In October the Legislature of Texas passed a statute similar to that in Oklahoma, the validity of which is established by the decision of the Supreme Court in the Oklahoma case.

(c) There has been distinct progress in coöperation between the oil-producing states in the development of a sound conservation program. Material contributions to this movement have been given by the Federal Oil Conservation Board, the Utilities Commission of Kansas, the Corporation Commission of Oklahoma, the Railroad Commission of Texas, and the Oil States Advisory Committee.

(d) There has been a growing realization that the sales tax on gasoline has exceeded all reasonable bounds and that this burden on the motor car users is diminishing consumption of gasoline, thereby injuring both the petroleum and the motor car industries, reducing employment and contributing to the depression. The only just basis for the gasoline tax is support of the highway system, yet this tax is being diverted to various other uses and is so heavy that a premium is put upon evasion.

(e) The Federal Government for the first time has imposed taxes on gasoline and lubricating oils for general revenue purposes. This is a distinct invasion of a field of taxation which belongs peculiarly to the states, and while it is producing some revenue, it is placing an undue burden upon a limited portion of the population.

(f) Strengthening of the conservation movement and alleviation of these tax burdens will greatly assist the petroleum industry in making 1933 a better year than 1932.



San José believes in signs

## ■ WHO'S WHO



**F. E. SMETHER-FAM**, who contributed the interesting article on the transportation of silk for this issue of *THE STAR*, is a native of Michigan, but has spent most of his time in the State of Washington. He graduated from the University of Washington in 1927 with a B. B. A. degree and three years later received his M. B. A. from the same institution. During 1927-28 he was on the university's faculty. The three years from 1928 to 1931 were spent in the treasurer's office of the Puget Sound Power and Light Company and as an officer of an investment company in Seattle. In April, 1931, he came to The Texas Company as Assistant Creditman in Seattle District.

★ New York City's many Seventeenth Century streets and its large number of Twentieth Century motor vehicles are responsible for the waste of 15 per cent of the gasoline consumed in that city. A study of street congestion in New York has showed that between one-eighth and one-fifth of the gasoline used there is burned by idling motors in traffic jams, waiting for the white-gloved hand of a policeman or a green traffic light to change the flow of traffic. One taxicab company estimates that it loses half a million dollars a year in this way.

## ■ H. R. GATES

**HERBERT RODGERS GATES**, Secretary of the Manufacturing and Marketing Committee of The Texas Company, died January 2 at Savannah, Georgia, after an illness of several months. He was on his way south for his health when his death occurred.



Mr. Gates was born March 24, 1876, in Frankfort, New York, and was educated in Chicago, Illinois, and at the University of Michigan. After five years with the Rio Bravo Oil Company, of Houston, Texas, and one year with the Texas Orchard Development Company, he entered the service of The Texas Company in 1911 as a clerk in the Comptroller's Department, Houston. In 1923 he was made Secretary of the Refining Committee and Assistant Secretary of the Manufacturing and Marketing Committee, three years later being appointed Secretary of the latter body.

The funeral was held January 5 at Summit, New Jersey, and burial was in Frankfort, New York. Mr. Gates is survived by his wife, Mrs. Alice Gates, three daughters, Lila Belle, Minnie Alice, and Frances Elizabeth, and a brother, Arthur Gates, of Chicago. His associates in the Company regret his untimely passing and extend heartfelt sympathy to his family.

## ■ VICTORIA

(Continued from page 23)

has a very sweet note and is a well-known imitator of all other birds. The lyre bird's nest is so skillfully placed that it is almost sure to escape the notice of a careless searcher.

The most typical Australian bird is the laughing jackass, long known by the name of the "Bushman's Clock," owing to its habit of greeting the morning, noon, and evening at almost the same hour day after day with its laughing note. The native name for this bird is *kookaburra*; these birds are responsible for the destruction of numbers of young snakes, Cockatoos, magpies, and parrots abound. Black swans are found in the swamps and rivers.

Perhaps the most widely distributed of Victorian birds is the emu. Emu hunting is quite as good sport as kangaroo chasing, and has a certain spice of excitement. A kick from an emu is nearly as dangerous as a kick from a kangaroo.



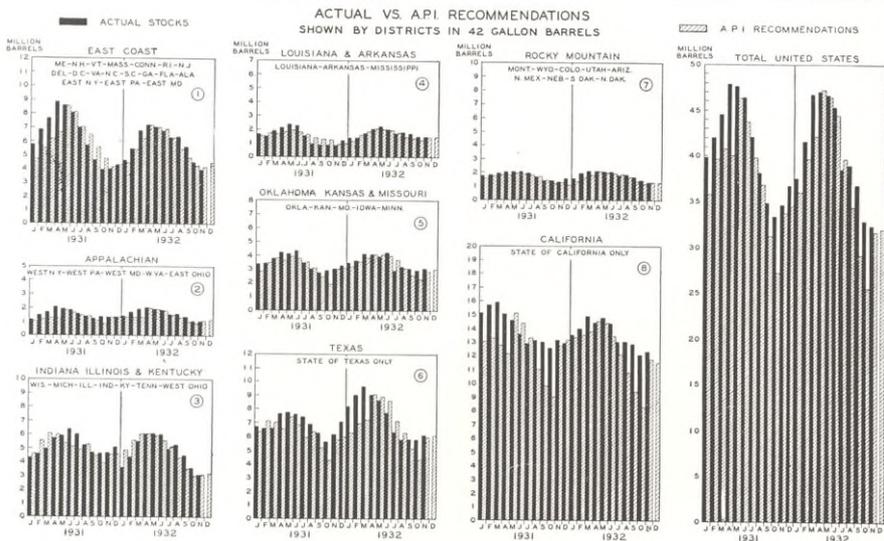
# DAILY AVERAGE CRUDE OIL PRODUCTION TOTAL UNITED STATES

(Up to and including December 10)



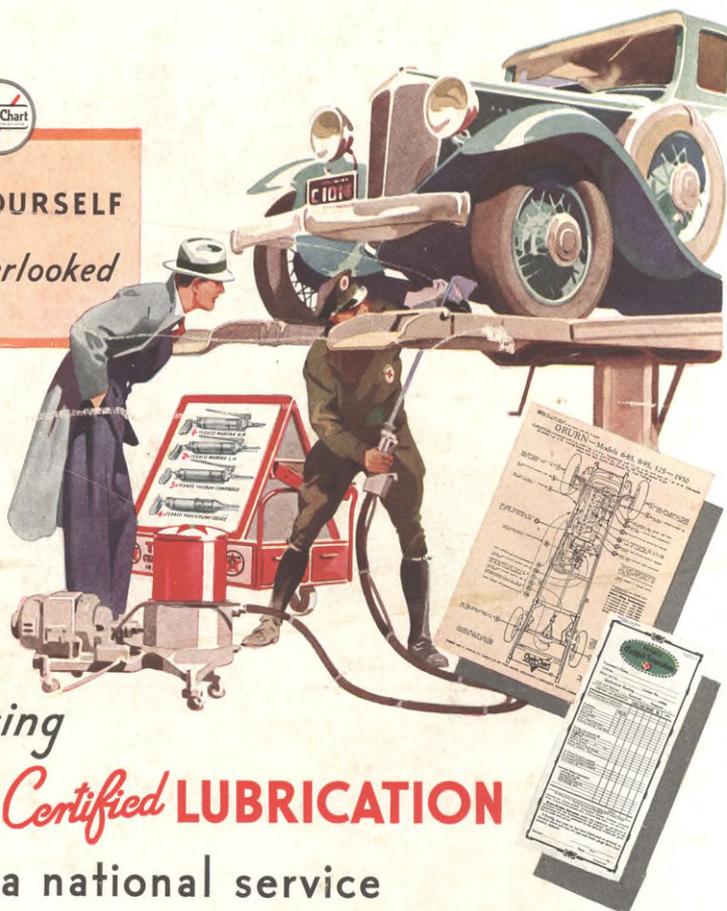
# REFINERY GASOLINE STOCKS FIRST OF EACH MONTH IN UNITED STATES

As of November 1





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