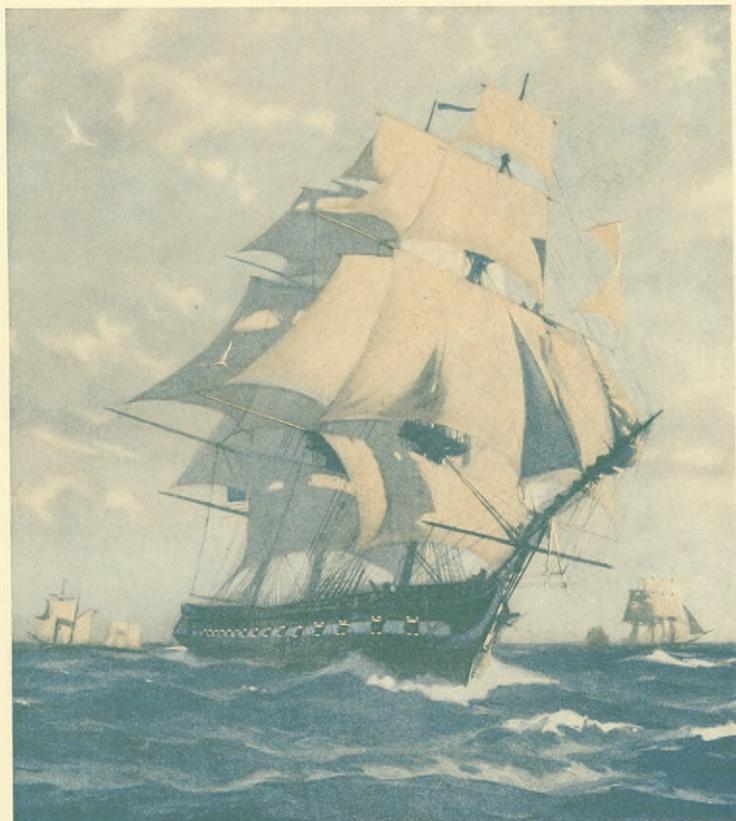


The TEXACO STAR

For Employes of The Texas Company



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U.S. P & L CO

“Old Ironsides”

1797 U.S. Frigate *Constitution* 1927

Vol. XIV

JULY-AUGUST 1927

Nos. 7-8

Save Old Ironsides

Seeing the British solid shot bounding off the solid oak sides of the *Constitution* during her engagement with the *Guerriere*, the American sailors called her "Old Ironsides" and as such she is known throughout the world. The present national interest in *Old Ironsides* is explained in the following statements:

May the spirit of "Old Ironsides" go sailing on! There is no relic in our country more symbolic of the early heroism of the Nation than the U. S. S. *Constitution*. This fine old ship is a living reminder of our glorious past, and an inspiration of patriotic citizenship to our children and children's children.

She bears the scars of forty-two battles, and a score of vanquished Captains brought their flags and swords for surrender to her victorious Captain.

"Old Ironsides" has never known defeat. The ravaging hand of Time now rests heavily upon this gallant old defender of our young Nation. She sends forth to the land an eloquent call to all America.

Curtis D. Wilbur,
Secretary of the Navy.

The restoration of the Frigate *Constitution* was authorized by Act of Congress, March 3, 1925, which also authorized the Secretary of the Navy to receive donations for this purpose. Congress would have appropriated the funds necessary if it had been requested to do so, but the Secretary of the Navy believed it would be a beautiful exhibit of patriotism if the people and particularly the children of the country gave small amounts to make up the fund. . . .

The campaign is creating a wholesome interest in good government and the principles upon which our country is founded. However, the donations of nickles and dimes have not reached the proportions required . . . and in order to complete the fund it was determined to place on sale reproductions of Gordon Grant's painting, which he was authorized to make for this purpose. The original will hang permanently in the White House. It is reproduced by a process which presents an exact likeness of the original in ten colors. The prints are 17 x 21 inches. The work is being done at cost by the reproducers as a contribution to the cause, so the price of 25 cents is an insignificant proportion of the actual value. Pictures of this character are usually retailed at from \$3 to \$6. . .

The grand old frigate should be a national floating monument, and we propose to make her this. Her record is part of this country's history. . . . Despite the ravages of time she still flies her *stainless* flag. But now she is sending an S. O. S. to the nation. . . .

We will be happy to receive subscriptions for pictures.

Philip Andrews,
Rear Admiral, U. S. Navy,
Chairman National Committee, Navy Yard, Boston, Mass.

The TEXACO STAR

PRINTED MONTHLY FOR DISTRIBUTION
TO EMPLOYEES OF THE TEXAS COMPANY

Vol. XIV

July-August 1927

Nos. 7-8

"All for Each—Each for All"

Address: The Texaco Star, The Texas Company,
Houston, Texas

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

Employees' Stock Investments

Attention is called to the fact that The Texas Company's stock investment plan for employees adopted May 17, 1927 (continuing the plan of the old company adopted in 1919) has been amended to provide that an employee may, if he so desires, file with the company a written designation of a beneficiary or beneficiaries to whom stock may be issued and delivered in event of the employee's death before receiving the same. Such designation is subject to revocation or change by the employee at his discretion; the revocation or change to be in writing and filed with the company.

Employees are advised to name adult beneficiaries in order to avoid administration and guardianship proceedings.

The company considers this an important change in the interest of the employee. The designation of a beneficiary will save time and expense in transferring the stock to such beneficiary, in event of the employee's death before it is delivered.

They that give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety.—*Benjamin Franklin*.

Gasoline and Crude Oil Prices

In our March issue we gave statistics prepared by the Federal Government's Department of Labor showing the price increases since the World War of all the most important staple commodities. Gasoline was at the bottom of the list.

In last month's issue, in an editorial entitled "The Cheapest Commodity," discussion of the matter was extended to a comparison of crude oil and gasoline prices. An instructive graph showed the average prices of Mid-Continent crude oil and the corresponding averages of tank wagon gasoline prices in 50 cities from the beginning of 1923 to the end of April 1927. The general parallelism of the fluctuations of the two averages was apparent.

A truth is never too often repeated as long as it is not sufficiently learned, and it appears that a singular confusion persists in the popular mind concerning the real relation between crude oil and gasoline prices. It seems to be extraordinarily difficult for the general public and some newspaper writers, and even some producers of oil who do not understand the manufacturing and sales parts of the industry, to get the facts straight. A timely and well informed editorial on this subject in the June 16, 1927, issue of the *Oil and Gas Journal* should be read by everyone who has been puzzled by the question, or who has no clear knowledge of the facts.

The cost of raw materials has so little to do with the cost of many finished products that fluctuations of the cost of raw material have no effect upon retail prices. The price of hides at ranches and slaughter houses does not affect the retail price of a pair of shoes.

In the case of gasoline, overproduction and

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low priced crude oil entail heavy costs for storage and for the capital required. If a manufacturer is also a producer and the crude oil price is below the cost of production, that loss needs to be covered as far as sales competition permits. In short, no one should expect a drop in the price of the raw material to be entirely applicable to reducing the retail price.

In the next place, ill informed critics of the industry do not realize what a small part of the retail price of gasoline is represented by the price of crude oil at the well. The cost of transportation and storage and manufacture, taxes, and the overhead and distribution and selling expenses at every stage (especially at the final retailing) cover much more than three-fourths of the average retail price of gasoline.

On June 1 the price of the average grade of crude oil was 3.14 cents a gallon. The *Oil and Gas Journal* comments: "Congressmen may be interested in the fact that if crude oil were given away at the wells in the Mid-Continent Field no one could retail gasoline in the National capital at less than 14 cents a gallon and come out even on it."

The sales tax per gallon on gasoline in some States exceeds the price per gallon of crude oil at the wells. The average gasoline tax last month in 50 representative cities was 2.75 cents per gallon.

These plainly evident conditions never afforded reasonable basis for the outcry that reduced prices for crude oil should be reflected

by equal reduction in the retail price of gasoline; but those who make that complaint are not only without justification on economic grounds, but they miss their mark entirely as a matter of fact. For, as the *Oil and Gas Journal* puts it, "the answer to the question why gasoline has not been cut as much as crude, is that it has been and then some."

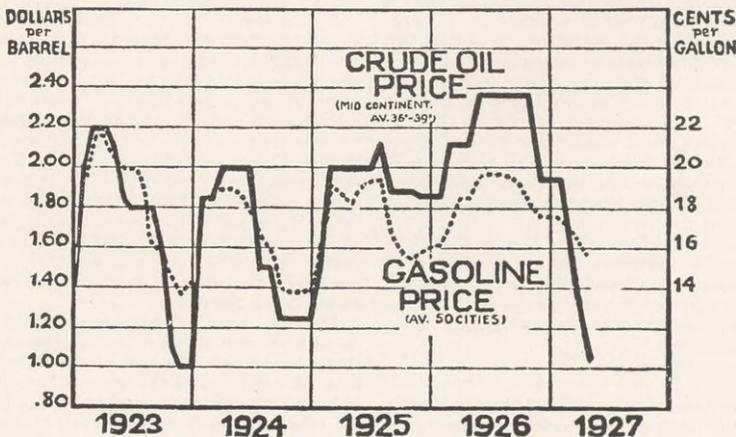
The marvelous truth is that the petroleum industry has reduced the price of gasoline by more than the reduction in the price of crude oil. This unparalleled achievement was made possible by scientific advances and great efficiency in refining processes. Extreme competition has driven gasoline prices lower than they ought to be. Gasoline is being sold for less than it is worth.

The price of Mid-Continent crude reached its peak for the year in June 1926 with the average 5.83 cents a gallon. The price is now 3.14 cents a gallon, a reduction of 2.69 cents a gallon.

In June 1926 the average retail price in 50 representative cities was 22.03 cents a gallon. It is now 18.1 cents a gallon, a decline of 3.93 cents.

The retail price of gasoline has fallen 1.24 cents a gallon more than the drop in crude oil prices. Also, during the same time, refiners and distributors have absorbed many increases in gasoline taxes.

Courage is an essential of high character.



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Misinterpretations of Report Corrected by Federal Oil Conservation Board

Full text of statement by Dr. Hubert Work, Chairman of the Board, as given in "The United States Daily," July 9, 1927.

It has come to the attention of the Federal Oil Conservation Board that various interpretations are being placed upon certain phases of the Board's report of September 6, 1926, covering general petroleum conditions.

In the Board's report it was stated:

"The fields of Mexico and South America are of large yield and much promising geological oil structure is as yet undrilled. That our companies should vigorously acquire and explore such fields is of first importance, not only as a source of future supply, but a supply under control of our own citizens."

The phrase in the Board's statement, "under control of our own citizens," has, it is understood, been seized as an argument in the advocacy of Governmental control and operation of the petroleum industry in certain South American countries, but the proponents of such a policy have misconstrued the import of the Board's statement.

The Federal Oil Conservation Board did not contemplate nor intend that anything would be done by American companies operating abroad to monopolize or prejudice the oil production of any country.

The controlling thought in the minds of the members of the Board was to urge our citizens to seek production abroad in order to better adjust conditions of world supply and demand by supplying local markets of the several countries from local sources instead of drawing on the supply from the United States for that purpose, and, where petroleum can be found abroad in excess of the needs of the particular country, for our citizens to participate in its development in order that such excess as might be needed to supplement petroleum produced in the United States would be under control of our citizens.

It was assumed as obvious that all the needs of the nation and of the people of any country where petroleum might be found would have first call on such supply and only the excess supply would be exported under conditions defined by the laws of the country in question.

Under our own laws, foreign nationals now own petroleum production in the United States and share in the benefits from petroleum pro-

duced here, and it was deemed reciprocal and proper that our citizens should be advised and encouraged by the Board to seek in similar manner to develop available prospective sources of petroleum supply in foreign countries—always subject to the priority needs of those countries.

In the Days of Thy Youth

A life insurance company recently requested Mr. T. J. Donoghue to favor them with a statement suggesting some point of helpful public service within the scope of their business. Every young man would do well to heed the counsel of our First Vice President:

From a standpoint of service, in my opinion, one of the most helpful enterprises for a life insurance company is to impress on the young men the value and importance of securing life insurance while they are young. The average young man does not appreciate the opportunity that is before him in this respect, and is reluctant to apply a part of his earnings toward creating an estate which will help him over the rough places later in life and at a time when he may be unable to secure protection because of poor health or inability to pay the premiums.

I understand that insurance statistics show 96% of the buildings in the United States protected by fire insurance, while only 18% of the men of this country carry life insurance.

Every young man should take out at his earliest opportunity as much life insurance as he can carry, and should promptly increase the amount as his earnings increase. He will thus get the advantage of the lowest costs for his insurance, and be prepared for the responsibility of protecting his family if he marries, and his own old age whether he marries or not.

The S. O. S. from Old Ironsides

Our front cover is a reproduction, as well as could be done with two colors, of the ten-colors print issued by the National Committee on the "Save Old Ironsides" Fund, made from the original painting as explained in Admiral Andrews' statement on the inside page of the front cover. Also, we wish it to be understood that we could not do full justice to the print because of its dimensions, which are 17 inches in height and 21 inches in width. It was impossible to use it without excluding

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portions from both sides, which, although only expanse of waters was excluded, detracts from the spaciousness of the original.

How it is possible for the Committee to offer this handsome print to the public for 25 cents, this editor does not understand—\$1 would be a cheap price. Be that as it may, every reader of the *Star* who has a place for this print would do well to send 25 cents to Old Ironsides, National Bank of Patriotism, Navy Yard, Boston, Mass., and get one.

In a letter answering a request from *The Texaco Star* for permission to reproduce the print, Admiral Andrews said that "Old Ironsides" would be placed in dry dock June 13, and that the work of restoration would be begun at that time. This action, however, is taken in advance of the receipt of funds sufficient to complete the undertaking. Accordingly your cooperation is still needed. You can send a quarter and get the print of this ever to be historic painting of Old Ironsides.

"We"

"Well, here we are!" said Lindy.

A simple statement—unstudied—unrehearsed, and one that will be quoted a thousand years from now!

In due time the "first flight" that turned mankind into a howling, hat-tossing, adoring mob will become a cold historic fact for school-boys to drowse over.

As aviation progresses, a thousand other men, as yet unborn, will perform feats even more remarkable—it must be so—and Lindy's wonderful achievement will become a mere date in history.

But not so with the Boy himself.

For that careless "we" has placed upon his brow the Crown of Immortality!

So long as the brotherhood of man is more than just a name—so long shall Lindy live, vibrant, human, lovable.

Why?

Because he has voiced the "we" spirit that is the soul of humanity—the vital spark that animates the human race. Without it, we humans would still be roaming forest and plain, hunters and hunted among the other animals.

Look about you. Wherever you find real progress, there you will find the "we" spirit. Wherever men are banded together to accomplish real things—there you will invariably find the individual merged into that comprehensive "we."

True, you may sit in the cockpit of your

business plane—your hand may grasp the control stick; but if you are to fly straight and true, if you are to land right side up, if your hop is to be a record-breaking success—"we" will have done it.

—*The Ralph H. Jones Company.*

Prayers of a Daughter of the Czar

The two following poems were, it is believed, written by the Grand Duchess Olga Nikolaevna, daughter of the Czar of Russia, while the whole Imperial family were facing death at the hands of their Bolshevich captors. The originals were found, after the atrocious murders, at Ekaterinburg written in a copybook that had belonged to the little Grand Duchess.

They were published in N. A. Sokoloff's report entitled "The Murder of the Imperial Family." A Russian critic, M. Hadasevitch, writing in the newspaper *Les Dernieres Nouvelles*, published in Paris, commented: "In reading these inexperienced verses which are truly prayers, hidden, perhaps, from her nearest and dearest, it is impossible not to bow down before the astonishing moral loftiness which they express."

Maurice Baring, English dramatist, who made literal translations (here given) for publication in the London *Times*, commented: "The original is obviously the work of a cultured mind but an inexperienced writer, who has nevertheless studied the best models. The interest of these poems is other, and more, than literary."

Before the Ikon of Our Lady

Queen of Heaven and earth,
Solace of the afflicted,
Hear the prayer of sinners,
To Thee—our hope and our salvation.

We are sunk in the slough of passion,
Lost in the darkness of sin,
But—our country, O upon her
Look down with Thy all-seeing eye.

Holy Russia, Thy bright dwelling,
Has almost perished.
We call out to Thee, the Interceder.
We know of no other.

Abandon not Thy children,
Hope of the desolate,
Turn not away
From our sorrow and our suffering.

Prayer

Send us, Lord, endurance
In the day of darkness and storm
To bear the persecution of the people,
And the pains of our Tormentors.

Continued at bottom of next column

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For Nature beats in perfect tune,
And rounds with rhyme her every rune,
Whether she work in land or sea,
Or hide underground her alchemy.
Thou canst not wave thy staff in air,
Or dip thy paddle in the lake,
But it carves the bow of beauty there,
And the ripples in rhymes the oar forsake.
Not unrelated, unaffied,
But to each thought and thing allied,
Is perfect Nature's every part,
Rooted in the mighty Heart.

—Emerson.

A more secret, sweet, and overpowering beauty appears to man when his heart and mind open to the sentiment of virtue. Then he is instructed in what is above him. He learns that his being is without bound; that to the good, to the perfect, he is born, low as he now lies in evil and weakness. That which he venerates is still his own, though he has not realized it yet.—Emerson.

The divine is, owing to the immeasurable plentitude of blessing which it imparts, mysterious and invisible . . . All men can, regardless of their spiritual limitations, possess some knowledge of the Divinity. All men, even the unendowed, are able to obey the commandments of God; but even the most intelligent are unable to accomplish this perfectly.

—Confucius.

Note.—Translated from the Chinese by F. A. Brockhaus, among extended sayings of Confucius in Reinhold von Paenckner's *Der Unwandelbare Seelengrund* (The Immutable Ground of the Soul), Leipzig, 1878. "Justus," commenting on this work, says: "It is astonishing that it has required twenty-four centuries to obtain a due insight into the religious profoundness of Confucius, whose teachings have been corrupted and reduced to a mere ethical system."

Continued from page four

Give us strength, God of Justice,
To forgive our brother's trespass,
And with Thy meekness to bear
The heavy, bloody Cross.

And in the day of tumult,
When our enemies despoil us,
Help us, Christ, our Saviour,
To bear the shame and the affront.

Lord of the world, God of the Universe,
Hear our prayer,
Give peace to our soul
In the dreadful, unbearable hour.

And on the threshold of the grave,
Breathe on the lips of Thy servants
The more than mortal strength
To pray meekly for their enemies.

What care I, so they stand the same—
Things of the heavenly mind,
How long the power to give them name
Taries yet behind?

Thus far today your favours reach,
O fair appeasing presences!
Ye taught my lips a single speech,
And a thousand silences.

—Emerson.

So near is grandeur to our dust,
So near is God to man,
When duty whispers low, thou must,
The youth replies, *I can*.

—Emerson.

LIFE WISDOM

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

—Benjamin Disraeli.

The sentiment of virtue is a reverence and delight in the presence of certain divine laws. It perceives that this homely game of life we play covers, under what seem foolish details, principles that astonish.—Emerson.

The divine reveals itself in the profoundest ground (conscience) of the soul.—Confucius.

Man is saved by love and duty, and by the hope that springs from duty, or rather from the moral facts of consciousness, as a flower springs from the soil.—Amiel.

What is excellent, as God lives, is permanent.

—Emerson.

To a rational being it is the same thing to act according to nature and according to reason.

—Marcus Aurelius.

For of the soul, the body form doth take;
For soul is form, and doth the body make.

—Edmund Spenser.

A sense of duty pursues us ever. It is omnipresent, like the Deity.—Daniel Webster.

The reward of one duty is the power to fulfill another.—George Eliot.

No man can be brave who thinks pain the greatest evil; nor temperate, who considers pleasure the highest good.—Cicero.

As we are, so we associate. The good, by affinity, seek the good, the vile, by affinity, the vile. Thus of their own volition souls proceed into heaven, into hell.—Emerson.

We are punished by our sins, not for them.

Blessed is he who attains wisdom and right understanding, even though it be not until his old age.—Plato.

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Gang meeting at Main Entrance of Port Arthur Works
H. A. Fauts, West Side Area Supervisor, speaking about safety

Safety Work at Port Arthur Works

S. R. BUMANN, Employment Supervisor, Port Arthur Works

Organization for a specific purpose is the key to success in any endeavor. Haphazard work will never be rewarded by the success that can be attained by a group knit together and driving toward a definite goal. The measure of success attained by any plant in its safety work is limited by the manner in which the management and the foremen are able to guide and direct the workmen into safe practices.

Port Arthur Works has a number of safety committees at work. The General Plant Committee, the Manufacturing Sub-Committee, the Mechanical Sub-Committee, the Shipping Department Committee, the Maintenance and Construction Sub-Committee, the Laboratory Sub-Committee, and the Vertical Stills Committee. These committees meet once each month for discussion of the problems under their jurisdiction and also make monthly inspections of the plant, each committee attending especially to the matters over which it has particular supervision. Semi-annually specific

safety drives are put on under the jurisdiction of the safety committees.

Continuous work is carried on between the drives with the idea of forming the safety habit. In the formation of any habit repetition is necessary, so we continually impress on our foremen the need for safe practices through talks and bulletin service.

(1) Readers of *The Look Box* and *The Texaco Star* are familiar with "Gassy Gus." G. Hillenkamp is shown with this creature of his imagination. Gassy Gus is a constant disciple of safety and by his pungent comments and interesting antics brings something of value to the workman in the ranks each month. Life sized figures of Gassy Gus have also been used during various safety drives about the plant. By his constant association with the safety movement Gassy Gus reminds every one seeing him of the necessity of accident prevention. Mr. Hillenkamp deserves much credit for the invention of this big aid to the development of real safety in our refinery.

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G. Hillenkamp and Gassy Gus

Mr. Hillenkamp is the artist who has done such excellent work with the silk screen process in the development of various other bulletin series. The last and finest bulletins were devised by Mr. Nicholson and Mr. Hillenkamp and entitled "Helping the Worker to Grow." These bulletins have had a wide distribution and have been used in all our refineries and now are being used in the Terminals. They have been a constant reminder of safe practices and good workmanship and have been a great help wherever displayed.

(2) The bulletin "Other People's Happiness Depends Upon Your Safety" was a joint contribution by Mr. Nicholson and Mr. Hillenkamp. For weeks it was a constant reminder, to all who passed the Refinery Main Gate, of the close personal interest that all members of the family have in safety. Lighted at nights by flood lights it carried its message

to many of the town people who drove to the gate. It carried a distinct personal appeal to all who saw it. It was worked up in true colors, making quite an addition to the appearance of our Plant entrance.

(3) Contests are always a stimulus. In order to portray the standing of the various areas of our plant we designated the location of disability accidents by a red light. The standing of the areas was shown day by day by the summary carried on the board. This board elicited considerable comment and was always a stimulus while used. We used it over a period of three months, picking a certain week of each month to run a contest.

(4) The board last described was replaced by a department designation, which is at present in use. This board shows the date of the last disability accident in each department.

Disability accidents mean different things in various plants. The Texas Company makes a very strict interpretation of the term disability accident. An accident of this nature is charged to any department where an employe fails to report for the next regular shift or work period. For example, an employe may bruise his leg at 8 a. m. on a Monday morning, go to the First Aid Room and have his injury dressed, return to work and work the remainder of the day, but not report for work the next morning. This is counted as a disability or lost time accident, although a scrutiny of all circumstances of the case would indicate that the employe was not forced to lose time be-



At right of Main Entrance to Port Arthur Works, lighted at night by flood lights

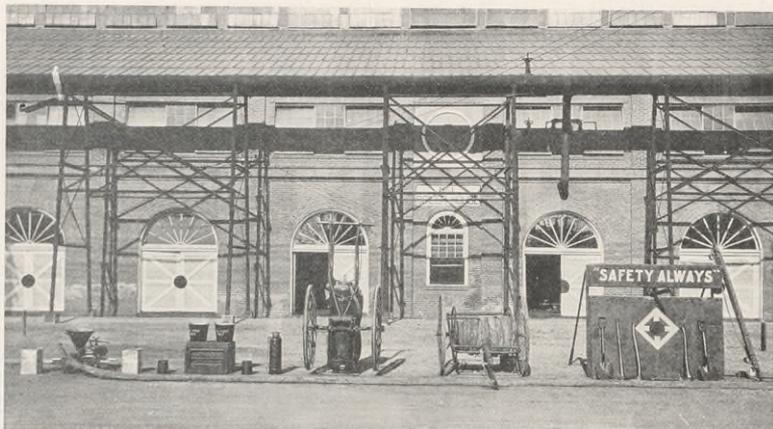


employe to become familiar with the more common forms of firefighting equipment. We have a trained fire organization, but every employe is a potential fire fighter. So that all may be familiar with our apparatus such exhibits as that shown are assembled, particularly during safety drives.

(7) Sanitation plays its part in the safety program, and steel lockers are the standard installations at Port Arthur Works. The photograph shows a corner of the central locker room—a portion of the 895 lockers. Recently 375 new steel lockers have been installed which will make our locker facilities for the North Side of the plant very good. In the rear of this room, separated by a partition, are the showers and toilets. Overcrowding is prevented by assigning the lockers to men who report to duty at various times during the day.

(8) The physical man is cared for at Port Arthur Works by the plant physician and his staff of three nurses. During the day there are two nurses and the doctor constantly on duty, and the doctor is subject to call at all hours of the night. Two first aid rooms are maintained, one on the West Side. The doctor's office, laboratory, x-ray clinic, and main first aid room are in the Central Area adjacent to the Main Office Building. Up-to-date equipment is installed here. We recently replaced our old x-ray machine with a new machine which includes a developing outfit and all supplies. We have also added a Diathermy outfit and a Zoalite, which will give us the most up-to-date equipment available.

(9) Realizing that the teeth are a valuable and necessary part of the physical man we invited the dentists of Port Arthur to talk during our last safety drive. These men do-



Firefighting apparatus Port Arthur Works

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Doctors who gave instruction in Oral Hygiene on Dental Day in the last safety drive at Port Arthur Works. Left to right: Dr. J. G. Brittain, Mr. V. R. Currie, Dr. S. G. Ellis, Dr. E. P. Shaw, Dr. O. E. Stafford.

The gentleman in the rear row to the left is no dentist; at least we do not know it if he is. Mr. Currie, Employment Manager, Houston Office, was our guest that day and he posed with our other guests.

nated their services for the good of the cause and made a decided hit with the many pertinent facts of dental hygiene which they brought to the attention of the men.

(10) In the final analysis safety is a matter of education. Our gang meetings are one means we have of bringing the safety message to the men. The results are determined by the efficiency with which we get this message to the men. The management may fully appreciate safety, the foremen may realize the importance of safety, but satisfactory results will never be shown until the individual man is convinced of the practical effect that safety will have on him.

Every employe when entering the service of The Texas Company is told of the importance of safe practice. He is given information as to when he can obtain safety information and guidance. He is urged to make use of the mechanical safeguard provided. Finally, it is brought home to him that safety is a personal issue and that his happiness and the security of his family are dependent on the means he takes to protect himself.

Port Arthur Works has adopted the slogan: "The Safest Oil Refinery in the World." How nearly she will live up to that slogan is a matter that can be decided only by the workman on the job. Our biggest job is the education of our workmen, a task which can never be said to be completed and a job which requires attention constantly throughout the year.

Industry does not employ one-armed men, one-eyed men, nor one-legged men. Industry must wage a constant war to make the plants safe for the workmen. Safety work must take its place on a par with production, because without safety production will suffer.



Section of the central locker room, Port Arthur Works

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First locomotive on the Peg Leg Railroad

Unique Railway in Bradford Oil Field in 1878

THE OIL AND GAS JOURNAL

The accompanying pictures of the famous Peg Leg Railroad are the property of Martin Moran, of Tulsa, president of The Texas Pipe Line Company of Oklahoma, who was a pipe line gauger in the early days of the Bradford Field, a part of which the Peg Leg Railroad traversed. The proper name of the road was the Bradford & Foster Brook Railroad Co. It was built in 1877-78, the first train running over the line from Bradford to Derrick City, 8 miles distant up the Foster Brook Valley, in February, 1878.

Eli Perkins, a noted newspaperman of the period, was one of the first passengers. He describes the ride as follows:

"The cars run astride an elevated track on

a single rail. This rail is nailed to a single wooden stringer which rests on the top of piles. So evenly balanced is the train that passing over a pond or a creek at the rate of 20 miles an hour the water is hardly disturbed. The motive for building is economy, the price per mile being \$3,000 and the cost of a 10-ton locomotive \$3,000. The locomotive is a queer-looking thing. An Irishman compared it to a gigantic pair of boots swung over a clothes-line."

Ten trips up and down the valley were made daily and there was an accident of some kind every day. Finally came the end.

On January 29, 1879, the boiler on the Gibbs & Sterrett locomotive blew up and killed six

*Continued on page
eighteen*



Remains of the "improved" single-rail locomotive, the boiler of which blew up on its trial trip, killing six men and closing the career of an interesting experiment in railroading.

The original locomotive is shown in the background.

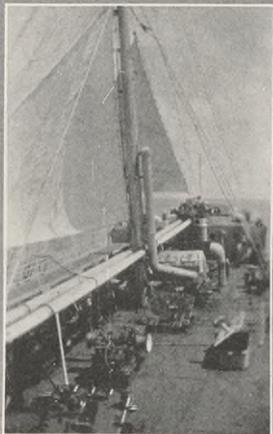
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Above: M. V. "Solitaire" on her way to Durban on the east coast of South Africa.

At right: On her return voyage—showing the ship carrying sail as auxiliary power, which is very rarely done on steam or motor vessels these days. While the sails are not much help in driving the vessel they have a marked effect in steadying the ship from rolling.



A Long Voyage

Our M. V. *Solitaire* sailed from Port Arthur, Texas, on February 2, 1927, with a full cargo of gasoline destined for Durban, a seaport on the east coast of South Africa. Quite a record was made on this voyage in accomplishing practically a non-stop run of 8,300 nautical miles.

On the outward voyage 48 days were consumed, due to encountering heavy seas and strong head winds throughout most of the run.

The return trip was made in 36 days and 8 hours, the faster time being possible through having favorable winds and currents, and the ship in a much lighter condition as only a limited quantity of water ballast was carried on the run home.

Captain C. F. Petersen was master of the *Solitaire* and has the distinction of being in command of the first tanker of The Texas Company's fleet to deliver a bulk cargo to South Africa. Great credit for the successful voyage is also due to Chief Engineer John Koch, in keeping the Diesel engines on the job during the long runs, especially when it is considered that the *Solitaire's* engines are over seven years old. Texaco Diesel Engine Oil was used in the main engines and auxiliaries and Texaco Ursa Oil was the lubricant,

and both of these products made the engineer's task easier.

Sufficient fuel, lubricating oil, fresh water, and stores were put aboard at Port Arthur for the entire voyage and the ship arrived home with enough oil left to make a short voyage on the Gulf.



"Saint Peter's Gate" from deck of M. V. "Solitaire"

This will be of interest to seafaring men who have rounded the Cape of Good Hope.

He that would catch fish must venture his bait.—*Benjamin Franklin*.

Whatsoever thy hand findeth to do, do it with thy might.—*Ecclesiastes IX: 10*.

The TEXACO STAR



Measured drawing of Monticello which won the Beaux Arts Medal

Beaux Arts Medal

The Beaux Arts Institute of Design in New York City bestowed the only medal awarded in the recent competition of measured drawings upon Louis W. Ballou, of Richmond, Virginia, a student of architecture in the University of Virginia, for his measured drawing of Monticello, the home of Thomas Jefferson. We show a photograph of the drawing.

Another study of Monticello, drawn by Thomas Parker, also of Richmond, was awarded a first mention, which was one of three similar awards made in this national competition.

Three other University of Virginia architectural students who submitted measured drawings received mention. These were: F. J. Duke, Richmond, a drawing of the Tebbs house at Dumfries; Fred Lupton, Charlottesville, a drawing of Mirador, home of Lady Astor; and Paul C. Edmunds, Staunton, a drawing of the entrance to Mirador.

Louis W. Lamm, of Mexico City, won a half-mention in another competition with a design for a chapel and bridge.

The measured drawings of Monticello by Ballou and Parker were done as part of the work of making accurate measurements of the mansion. It is planned that they continue

their undertaking until they have covered the entire building, inside and out.

The high ranking of University of Virginia students in this nation-wide competition is in keeping with other awards received for architectural work done under the supervision of Professor Lawrence Kocher, who is head of the school of art and architecture.

The foundation of American prosperity is not cheap land, or fresh mines, or virgin forests. The real foundation is the efficiency of the American at work. By different social philosophers this efficiency is attributed to various causes—to strong food, stimulating climate, a native alertness and eager energy, an intense desire to possess, a readiness to study and try things new—and doubtless all these causes contribute to efficiency. But there is another cause, which Americans of late often completely ignore—American freedom for the individual, the freedom which feeds hope and ambition.—*Charles W. Eliot.*

No amount of pay ever made a good soldier, a good teacher, a good artist, or a good workman.—*Ruskin.*

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Annual Essay before Texas Press Association Meeting in El Paso, June 16-18, 1927

ARTHUR LEFEVRE, Jr., Assistant President of Texas Editorial Association

Fellow members of the Texas Press Association, again we meet in the spirit of fraternity and coöperation to consider those interests and problems incident to our Estate. May good fortune and worthy efforts have been our lot since last we met together!

Time moves a-pace! Many portentous events, transpiring in almost kaleidoscopic effect, impress upon us the rapid movement of the shuttle in life's loom, weaving the woof in the web of destiny. Dazed neither by the noise nor the speed, as skilled operators we must be quick to catch any discordant note or false thread. If we fail, what ought to be a colorful and beautiful result becomes a botched and spoiled affair. The ability to shoulder responsibility is a determining measure of a man's true strength. In the impeccability of our integrity, guided by the spirit of truth, ours is the glorious privilege and opportunity to point the way and sound the alarm.

Looking at those instructive comic strips, "Texas History Movies," about Nacogdoches appearing in recent issues of the *Dallas Morning News*, the contrast between government by law and government by despotic bureaucracy with its flagrant favoritism is forcefully portrayed for our edification. No doubt, these small cartoons will awaken a renewed appreciation for and loyalty to the priceless heritage we all have in those great conceptions and principles of government originally embodied in our National and State Constitutions. We should never grow weary of studying these truths and they will bear constant repetition, for always a newer generation is rising to learn afresh the wisdom sanctified by the immeasurable suffering and blood of countless heroes. Those who will not learn from the experience of others, will surely suffer anew the terrible scourgings Nature metes to all who go that hit-and-miss route.

One of the fundamental principles of our political beliefs is expressed in Article I of the Ten Original Amendments to our National Constitution: "Congress shall make no law . . . abridging the freedom of speech or of the press." You all know of the persistent efforts made in recent years by this Association to get the old and unduly restrictive Texas libel law changed. A reasonable and

fair libel law was passed by the Legislature this year and signed by the Governor—a most needed and praiseworthy statute. Yet, last month the newspapers reported that the following bill was introduced in the House of Representatives:

Whoever shall write, print, draw, or otherwise publish anything which shall in any way or manner reflect upon the reputation or good name of a person deceased, or who shall possess for purpose of sale or otherwise any such book, manuscript, drawing or publication, shall be guilty of a felony and upon conviction shall be punished by confinement in the penitentiary not less than one year nor more than ten years.

The hue and cry "Pass a law about it" is loud through-out the land. Nothing is free from its blighting menace. Basic tenets of our political faith are too often vitiated by the pressure of special cases or exceptional exigencies; and the siren voice of expediency, through hastily conceived and half-baked measures, draws us towards the perilous rocks. Ever and anon the wise maxim points out the only way to keep on a safe course: "Eternal vigilance is the price of liberty." Should the above bill pass, anyone owning a copy of the Bible, a history of his country (as it mentions Benedict Arnold in no laudatory terms), and other notable works would be classed as a felon. Yea, friends, this is a sign of the Times and portends much. . . .

Thus, many of our political acts do not jibe with our political philosophy. Like spoiled children, we want to keep our cake and eat it at the same time. It can not be done! If we want freedom consonant with our Declaration of Independence, surely ever increasing the bureaucratic activities of cities, States, and Nation is a drift in the wrong direction. The *Dallas Times-Herald* ably depicts this situation in a recent splendid editorial, as follows:

Not only is the modern city government expected to give fire and police protection, provide parks, public schools, libraries, and other traditional services, but each year new branches are demanded that make the government more paternal. National and State governments are drifting in the same direction. . . . It is easy to see why the cost of government is increasing.

As has been wisely said: "It is a great moral

Continued on page twenty-one

The TEXACO STAR



White River in the Ozarks

The Ozarks

R. G. JOHNSON, Agent Rogers, Ark. Station

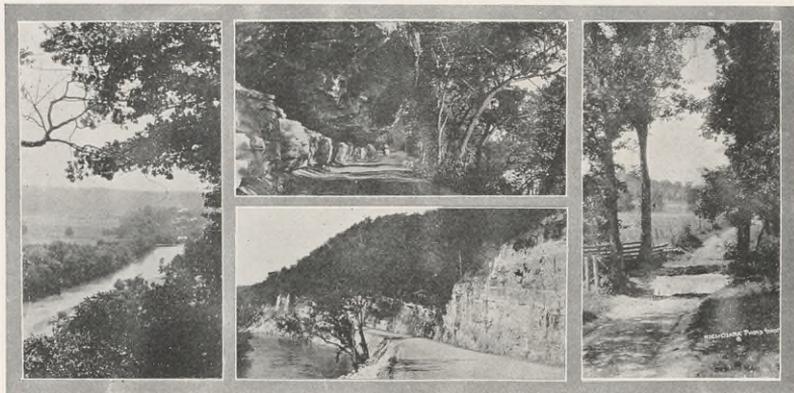
Much has been said describing the beauties and commercial assets of various localities in our United States, but our most easily accessible and truly natural paradise, the Ozarks, has not been described as it deserves.

The pictures will cover the idea more thoroughly than type could do. For years the Ozarks have been a summering place for thousands and thousands, and every season sees an increase in the tourists who dwell among its shaded and spring-fed hills from the first of June until the first of September.

Fish are plentiful, good roads abound in every direction. Swimming, horseback riding,

and hiking are among the diversions at the camps. One may use his own camping paraphernalia and cuisine, or he may rent a furnished rustic bungalow and partake of the fare served at a dining room operated by the camp. Springs abound everywhere and creeks of sparkling brightness.

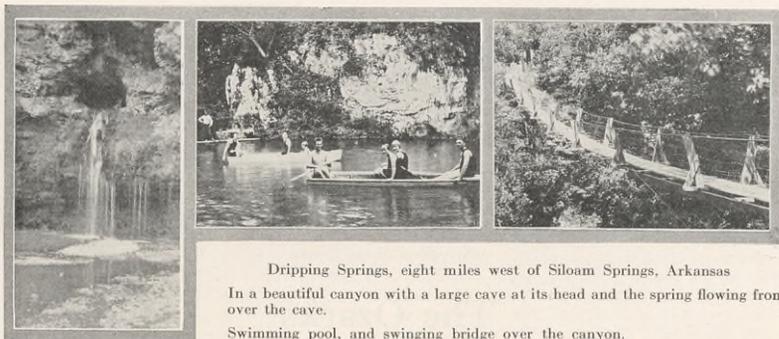
The Ozarks are more than a summering region. Millions of dollars of products are shipped from this section. Thousands of new settlers are making this their permanent home. The climate is ideal, comfortable summers and mild short winters, plenty of pure spring water, and a variety of fresh foods in season. Straw-



Middle—Upper: Scenic Drive, one mile west of Noel, Missouri. Lower: Highway No. 1, leading to Noel, Mo.
Left: Far below the Scenic Drive the Cowskin River winds its way.

Right: Brook near Ozarks Springs Tavern, Noel, Missouri.

The TEXACO STAR



Dripping Springs, eight miles west of Siloam Springs, Arkansas

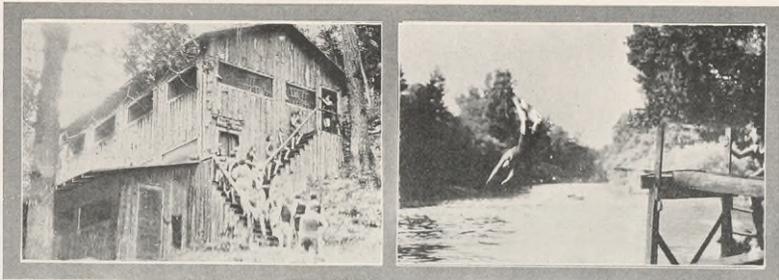
In a beautiful canyon with a large cave at its head and the spring flowing from over the cave.

Swimming pool, and swinging bridge over the canyon.

berries, beans, tomatoes, potatoes, cherries, peaches, grapes, apples, corn, wheat, and oats are the pronounced crops,—the strawberries, apples, and grapes being the king crops. Packers maintain cream and poultry buying sta-

tions and pay cash for produce brought to them. Poultry farms are on the increase and this promises soon to be in the rank of the strawberries, grapes, and apples.

Industrially, the Ozarks have their Goliaths,



Gypsy Camp—No man's land

A picturesque girls' summer camp at Siloam Springs, Arkansas. Boating, tennis, riding, hiking, and swimming for girls of all ages. In the picture at the left "Mess" is being blown by the bugler.



1. A corner in a large and complete resort at Gentry, Arkansas, six miles north of Siloam Springs.
2. Cafeteria at Forest Park, one of the largest resorts, five miles from Siloam Springs.

The TEXACO STAR



Above: 1. Apple orchard in the Ozarks. 2. Grading apples—the "million dollar crop." 3. A grape vineyard—one of thousands in the Ozarks.

Below: 1. "One of our main Arkansas crops." 2. "Poultry means dollars." 3. "And they save the squeals in Arkansas."

as have our Eastern and Western brothers. The largest apple cider vinegar plant in the world is at Rogers, Arkansas, the "Home of the Big Red Apple." Five smaller cider plants operate in connection with the one at Rogers. The Welch Grape Juice Company have a large plant at Springdale, Arkansas, in the heart of the extensive grape industry. Six large canning plants operate in this area, buying and canning the small crops in season.

Competition in distributing petroleum products is keen as in any progressive community.

Historically the Ozarks are not lacking. One of the important battles of the War between

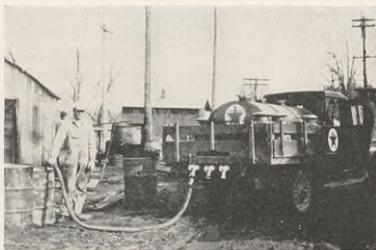
the States was fought at Pea Ridge, Arkansas, the Confederates losing Generals McCollough and McIntosh. The Old Elk Horn Tavern still stands at the site of this battle and is a point of interest to summer visitors. "Coin" Harvey, of 16-to-1 fame, is building a pyramid at Monte Ne, five miles east of Rogers, in which our inventions of the present day will be sealed for the opening and inspection of our descendants thousands of years hence.

Such is life in the Ozarks. Every one is more than welcome and we invite you. Texaco is in evidence. Your wishes and wants will be cared for.



Skull of Flathead Indian, artificially deformed

Found near Overhanging Cliff, Noel, Mo., the third of its type found in North America up to the time of its discovery, September 1922. Now in the U. S. National Museum Washington, D. C.



A tank truck load of lubricating oil delivered to a spray oil plant in the Ozarks.

The Ozarks Are Calling

The Ozarks are calling, calling, calling us. Come!
Come, share in the bounties God freely bestows,

The TEXACO STAR

Where beauties sublimest their forests disclose,
Where meadows are lushest, and crystal stream flows.
The Ozarks are calling, calling us home.

The Ozarks are calling to magical springs
DeLeon had quested afar and in vain,
Where feeble steps quicken all youthful again,
And prospects so pleasing that ever we fain
Would chorus the joys our happiness brings.

The Ozarks are calling, calling, calling us. Come!
To fountains of life free flowing for all;
Their homes and their orchards insistently call,
Oh, come and possess us where beauties enthrall,
The Ozarks are calling, are calling us home.

—Clio Harper, Little Rock, Ark.

Voices of the Past

Moonlight floods the Ozark hills. The lilting voice of the night bird is heard above the

sound of the rapids. From the mountains come the hill people bringing their old-fashioned fiddles and hymn books. They gather about an open space in the forest by luminous camp fires. It is the annual 'singing bee' and all who are able to attend are there. Here one listens to old ballads so expressive of early life in the Ozarks; love songs of many verses, such as our grandparents chanted while returning home from frontier parties; crooning cradle songs, the same songs that lulled to sleep the great Lincoln in his infancy; ballads of bravado and inspiring lyrics of another day. In this way the folklore of pioneer days is preserved. Ordinarily folklore is becoming more difficult to obtain as the pioneers pass on. It is only through the family fireplace councils and these singing bees that the melodies and ballads of the hills are carried from generation to generation.—*Dearborn Independent*.

A Sorry Type

There's a type of workman in every organization who holds his job by a thin thread. He is the fellow who does his work as he is told—almost. Or sometimes he does it exactly as told, knowing all the time that the order is wrong. He takes a sort of devilish delight in it, too. Because when the job goes wrong he can always let himself out by saying, "Well, you told me to do it that way."

This workman isn't man enough to offer constructive suggestion.

He never refuses to do the job although he may give off the impression that he isn't just 100% happy about it. It's only an impression

though—he never comes out and says so. And for some time his employer may say nothing; for really, you know, the man hasn't done anything to be fired for!

But from the employer's point of view, that man gets slated for a lay-off at the first opportunity. Usually he's a good capable workman, too. It's just that damnable disposition to sulk and draw tight lines. Now it comes to me that Ali Baba used to tell us, "The man who never does any more than he gets paid for, never gets paid for any more than he does."

—*Elbert Hubbard II*.

Continued from page eleven

men, all of them officials or employees of the road, and that tragedy closed the career of a railroad unique in American transportation. A month later it was sold and a year later the sheriff disposed of what was left at a public sale.

The Bradford Field was also noted for its system of narrow-gauge railroads. They were called "yard wifes." The locomotives were all Brooks built and freight and passenger cars were perfect miniatures of the standard-gauge types. John J. Carter, who organized the

Carter Oil Co., was president of one of these. There were several distinct systems, including the Olean, Bradford & Warren, the Kendall & Eldred, the Bradford, Bordell & Kinzua (Carter's road), and the Bradford, Eldred & Cuba. The railroads traversed every part of the big Bradford Field and the Allegheny Field in New York State and made fortunes for their owners.

Teacher.—Use the right verb in this sentence: The toast was drank in silence.

Pupil.—The toast was ate in silence.

The TEXACO STAR

For Those Picnic Suppers

(Copyright 1927)

KATHERINE FERGUSON CHALKLEY, State College, Pennsylvania

Home from work and the sun still bright in the West. There's time for a swim in the lake, a game in the park, and a picnic supper by daylight; or for a swim and a game and supper by campfire light or moonlight.

Many suppers that might otherwise be stupid hot indoors affairs can be made into gay campfire occasions long to be remembered. Here are two sets of menus. Whether mother does the cooking, whether you "back" it, or whether you eat "around," you will find that these picnics require little preparation.

Camp Fire Suppers

- I. Steak Hash-browned potatoes
Head Lettuce and Dressing Buns
Berries Cream Sugar Cookies
Coffee
- II. Bacon or Pan-broiled Hamburger Patties
Roasted Corn Ears
Pickles Olives Rolls
Watermelon Coffee
- III. Campfire Barbecue or Camp Stew
Raw Tomatoes Buns
Sliced Peaches Cream Chocolate Cake
Coffee
- IV. Ham and Eggs Picnic Style
Sliced Cucumbers Stuffed Celery Buns
Fresh Pineapple Sliced with Powdered Sugar
Doughnuts Coffee

I.—Filets of beef tenderloin, two for each person, are ideal picnic steaks. They are about the right size for an individual serving and there is no waste. However, they are often hard to get; so one buys sirloin steak and cuts it into individual pieces before cooking. There are several excellent ways to cook steak over a campfire: the hot stone, the mess kit, the wire toaster, or the forked stick method. Let the fire burn itself into a pile of red hot coals and embers, then sear the steak on both sides in order to retain the meat juices. If you use stones, be sure that they are thoroughly dry before you put them into the fire to heat. Wet ones explode.

Potatoes boiled with their jackets on and carried in this state to the picnic can be chopped fine and browned in sizzling bacon grease. If one wishes to serve savoury lyonnaise potatoes, add a chopped onion for every six potatoes.

II.—Crisp curly bacon cooked over the coals in a much smoked mess kit or skillet acquires a flavor unequalled by any stove cooked bacon. Pan-broiled hamburger, with or without onions, is more than good.

Roasting corn ears is an art about which the uninitiated can never enthuse. The first time I tried to roast corn ears in a campfire I pulled off all the husks and stuck the ears into the flames; the result was charred smoky cobs. Then, some kind friend taught me the art.

Strip the husks down, but do not tear them from the ear. Remove all of the silk and rub the corn with butter, then salt it. Pull the husks back over the ear. Wrap, first in brown paper and then in newspaper. A good campfire should be burning all this while—and longer. When the ears are ready for cooking, rake back the fire, dig a shallow hole where it has been, and place the ears in the hole. Cover them carefully with the hot earth so that not a bit of paper is exposed. Pat down the earth, replace the fire and build it up. Keep fire going well. The corn should be ready in an hour.

III.—Campfire barbecue has ever been a popular picnic treat. Long green willow sticks, one for each person, are the necessary equipment. The barbecue meat may vary. Try filets of beef or sirloin steak; another time have tender round steak. Or use lamb steak, lamb chops, frankfurters, veal steak, little sausages. Onions, thick slices of tomato, ripe or green, and bacon are essential. Each guest is given a stick and his portion of fresh meat, onions, tomatoes, and bacon. He then proceeds to thread his stick, beginning with a half slice of bacon, adding a slice of tomato, one of onion, fresh meat, then bacon again, and so on until his portion is all on the stick. Now comes the fun! This "barbecue" must be grilled over a fire that is just right—a heap of glowing coals and embers. Have the buns buttered, and as soon as the meat is done salt it and put it and its accompaniments into them. Oh, yum! yum!

IV.—The great American dish, ham and eggs, is made greater by being cooked and served in picnic style. Have the ham cut $\frac{1}{2}$ inch thick and cook slowly in a skillet over the campfire. When it is tender remove from skillet and keep in a warm place. Mince an onion, green pepper, and 3 or 4 firm ripe tomatoes and brown in the ham fat. Add two well beaten eggs for each person, season with salt and pepper, stir until set, and serve at once. While the eggs are being cooked by the Master of Ceremonies, each person toasts his buns over the embers. When these have acquired the correct delicate brown, split and put a slice of ham and a generous portion of picnic eggs into each one.

Stews of the campfire variety are smacking good. Here's my favorite:

Camp Stew

2 tbs. butter	4 slices bacon
4 tbs. flour	3 C. chopped potatoes
4 C. hot water	2 onions
	2 C. chipped beef

Melt the butter, and brown the bacon which has been cut into small pieces. Add the flour, rub to a smooth paste and add hot water. Add potatoes and onion, cover and cook 20 minutes. Add the chipped beef cut into small pieces, and cook 10 minutes longer.

Picnic Basket Suppers

There are times when a jolly campfire supper must give way to a supper eaten from a picnic basket. But picnic baskets nowadays

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contain hot foods as well as cold. There are thermos jugs and bottles which will keep food steaming hot as well as icy cold for hours.

Each picnic basket supper has a dish that can be either hot or cold. Meat loaf, for instance, can be served steaming hot. So may the baked beans or the potato salad. The menus call for homemade things, but they have been so planned that the corner grocery or the delicatessen can be pressed into service for everything, even the sandwiches.

- | | | |
|------|----------------------------|-----------------|
| I. | Meat Loaf | Potato Chips |
| | Fruit Salad | Sandwiches |
| | | Cookies |
| | | Lemonade |
| II. | Home Baked Beans | |
| | Ham and Lettuce Sandwiches | |
| | Relish Sandwiches | |
| | Deville Eggs | |
| | Fruit | Little Cakes |
| | | Iced Cocoa |
| III. | Veal Salad | Sandwiches |
| | Homemade Ice Cream | Cocoanut Cake |
| | | Iced Coffee |
| IV. | Potato Salad | |
| | Sliced Tongue (etc.) | Sandwiches |
| | Sugared Berries | Cookies |
| | | Iced Ginger Ale |

I.—An inexpensive, but very tasty, meat loaf may be made with hamburger. Try this recipe:

Savoury Meat Loaf

- | | |
|---------------------|-----------------------------|
| 1 lb. hamburger | 2 eggs |
| 1 C. bread crumbs | ½ C. catsup |
| ½ C. chopped celery | 1 C. milk |
| 1 onion minced | 2 tbs. chopped green pepper |
| 1 tsp. salt | ¼ tsp. pepper |

Mix the meat, bread crumbs, onion, and celery. Add the slightly beaten eggs, salt, pepper, catsup, and milk. Mix thoroughly and put into a well buttered bread tin. Bake one hour in a moderate oven. One or two strips of bacon placed on top will lend a delicate flavor.

Tomato, lettuce, cucumber, green pepper, celery and onion, and egg salad sandwiches go well with the meat loaf and potato chips. Almost any fruit, fresh or canned, could be made into the salad; but here's a tip: take the fruit and salad dressing separately and combine them just before serving.

II.—Home baked beans are so eagerly received at a picnic—or home—it is a satisfaction to prepare them.

IV.—Almost everyone has a favorite recipe for cold potato salad, but hot potato salad, served steaming from a thermos pack, is somewhat of a novelty.

Hot Potato Salad

- | | |
|---------------------------|----------------------|
| 6 C. cold boiled potatoes | ¼ C. chopped olives |
| 2 C. chopped celery | ¼ C. chopped pickles |
| 1 small onion | ¼ C. chopped parsley |
| 4 hard cooked eggs | ¼ tsp. paprika |
| ½ C. chopped pimento | ½ tsp. salt |
| | 2 C. salad dressing |

Dice the potatoes, which have been boiled with their jackets on, before measuring. Add an onion minced into small pieces. Dice eggs and add. Season and turn into a sauce pan containing the piping hot salad dressing. Cook until the potatoes, onion, and egg are thoroughly heated. Remove from stove, add celery,

pimento, olives, pickles, and parsley; pack at once in a thermos jug which has been heated with hot water. Pickled beets may be used instead of sweet pickles, and stuffed olives instead of olives and pimentoes.

Any recipe for boiled salad dressing may be used.

Minds, as well as appetites, are stimulated by eating out of doors; so picnic often this summer. You will find the food listed so simple that getting ready for the picnic will be almost as much fun as the picnic itself.

Picnic, frolic, and be merry for in a few weeks, winter comes.



166,440 Hours

Nineteen years contain just that many hours, forgetting about the four or five leap years which occur in that number of years. The length of service of the Texaco asphalt pavement on Nevins Street, Brooklyn, New York, may be more keenly appreciated in terms of hours than in terms of years.

The old granite block pavement on Nevins Street was found to be disgracefully and uncomfortably rough back in 1908, and to provide a smooth thoroughfare for the automobiles and horse-drawn vehicles of that period the granite block was made the base for an asphalt wearing surface.

In nineteen years the amount of traffic on Nevins Street has naturally multiplied. The weight of the vehicles using the pavement has also materially increased. However, in 1927, we find the Texaco pavement still 'on the job' and capable of coping with traffic impact, moisture, and temperature variations for some years to come.

Such is the durability of Texaco.

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LAW CURRENT

Rob't A. John

MINES AND MINERALS.—In testing the duty of lessee to drill additional wells it is proper to view existing development surrounding production, the cost of drilling, and the prevailing price for the crude. *Austin v. Ohio Fuel Oil Co.*, 291 S. W., 386.

LESSEE'S DUTY.—The obligation to drill wells in order to produce oil therefrom and create lessor's royalty, is for the mutual benefit of both parties and should be reasonably construed. *Austin v. Ohio Fuel Oil Co.*, 291 S. W. 386.

INTERSTATE COMMERCE—CLAYTON ACT.—An agreement by union workmen not to work on material produced by non-union labor, where the material was shipped and consigned in interstate commerce, is a violation of the Clayton Anti-Trust Act, as held by the Supreme Court of the United States in the case of *Bedford Cut Stone Co. et al. vs. Journeymen Stone Cutters' Association of North America et al.*, Advance Opinions 581, Supreme Court Reporter, Volume 47.

FREEDOM OF CONTRACT—FEDERAL CONSTITUTION.—The State of Minnesota passed a statute prohibiting dealers in milk, cream, and butter fats from purchasing a commodity at a higher price in one locality than is paid for the same commodity in another, declaring them guilty of unfair discrimination, and upon conviction subject to punishment. The Supreme Court of the United States in the case of *Fairmont Creamery Co. vs. the State of Minnesota*, 47 Supreme Court Reporter, 506, has held, by a divided court, that such a statute destroys the freedom of contract and that the same is unconstitutional.

OIL AND GAS ROYALTY—TAXATION.—A royalty interest under the usual oil and gas lease known as "Producers 88" is subject to taxation as real property, being so classified by Article 7146 of the Revised Statutes of Texas of 1925. This case announces the general rule that oil and gas in place are realty and are subject to ownership, severance, and sale while imbedded in sands or rocks beneath the earth's surface, and being treated as realty, are to be taxed as such. *Ferguson v. Steen*, 293 S.W., 381.

MINERAL LEASE—DIVISION ORDER.—The claim that a division order has no further legal

effect when executed and is only a memorandum for accounting convenience, has been overruled by the Court of Civil Appeals of Texas, they holding that a division order is based upon a mineral lease and by implication recognizes the validity of the same and its execution ratifies the term of the lease. *T. & P. Coal Co. vs. Kirtly*, 288 S. W., 619.

LEASE—CONDITIONS OF TERMINATION.—An oil and gas lease providing that it shall be for a term of 10 years and as much longer as oil and gas is found in paying quantities, imposes on lessee the duty of producing by reasonable diligence oil and gas during the 10-year period; and if oil is not being produced at its expiration, the lease lapses by its own force. *Tedrow vs. Shaffer*, 155 N. E., 510.

WASTE—MEASURE OF DAMAGES.—An innocent trespasser taking coal under a *bona fide* belief of his ownership of it, is liable in damages to the true owner for the customary royalty paid for coal mined in that particular locality. *Ashurst v. Cooper's Adm'rs.*, 291 S. W., 730.

WASTE—MEASURE OF DAMAGES.—Plaintiff acquired an interest in an oil and gas lease. Did not record his instrument; nor did he assert any claim against co-owners who in turn claimed that they had forgotten his ownership in the same. In a suit for an accounting, it was held that the true owner could recover only for his undivided part of the usual and customary royalty of one-eighth of the oil produced and sold by the other co-owners. *Germer v. Donaldson*, 18 Federal (2d), 697.

OIL AND GAS.—Oil and gas in place are realty, and contracts for the sale of them are governed by the same rules that govern the sale of real estate. *Honaker vs. Guffey Petroleum Co.*, 294 S. W. (Tex.), 259.

Continued from page fourteen

disservice to do for either children or adults the things they ought self-reliantly to do for themselves." We must bear in mind the great responsibilities inherently resting upon freemen to personally conduct themselves as worthy recipients of the blessings of liberty. Otherwise our acts will mock us 'as fools with power;' and active ignorance will prove a glutton for trouble.

Of what avail are plow, or sail,
Or land, or life, if freedom fail?

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The TEXACO STAR



Colonel Charles A. Lindbergh and "Bill" Johnson, Texaco Agent, Rocky Ford, Colorado, Sept. 5, 1925

Col. Charles A. Lindbergh and Texaco Products

The startling feat of Colonel Charles A. Lindbergh in flying from New York to Paris, and the universal admiration for the young aviator, recalls to the memory of many Texaco employes of Denver District the year 1925.

At that time Colonel Lindbergh was barnstorming in the West, playing various county fairs throughout Colorado, and largely through the efforts of three Denver District employes—"Bill" Johnson, "Conoly" Bartlett, and "Louie" Bass—"Slim" never lacked the means to display his "stuff" to the great enjoyment of his audiences. For Colonel Lindbergh was then using Texaco products exclusively.

No doubt Johnson, Bartlett, and Bass now derive a great deal of satisfaction in telling their friends, "I knew him when"—recounting the thrilling stunts the "Lone Eagle" did with his little plane, upon the sides of which was emblazoned the announcement: "*We Use Texaco Exclusively.*"

Charles Lindbergh's engine never missed a beat, but that is more than can be said of the poetry written about him.—*Indianapolis Star.*

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To Lindy

The world today is fawning at your feet—
The tom-toms in wild hero worship beat—
But all too soon man's star is on the wane,
And public praise is like a weather vane.

The world will whisper lies into your ears,
And tell you that in your brief span of years
You've reached the heights—seen all there is to
see—

It does not want to leave your future free.

We'd clip the eagle's pinions with acclaim
And put him in a cage, and call it "fame,"
And gape at him, while there behind the bars
He yearned in vain to fly among the stars!

We'd rob you, in our selfish human way,
Of your own world of hopes and visions gay.
So, Lindy,—take with salt our frantic roars—
The happy eagle is the one that soars!

—Nick Kinney
in *The Daily News*, New York

Tender handed stroke a nettle,
And it stings you for your pains;
Grasp it, like a man of mettle,
And it soft as silk remains.

—Aaron Hill.

The TEXACO STAR

DEPARTMENTAL NEWS

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

Refining Dept.
Ry. Traffic & Sales Dept.
Marine Dept.

Legal Dept.
Treasury Dept.

Comptroller's Dept.

Insurance Dept.
Governmental Reports
Sales Dept. S. Territory
Sales Dept. N. Territory
Asphalt Sales Dept.
Export Dept.
Purchasing Dept.

Producing Dept.
Pipe Lines

C. K. Longaker, Houston
J. A. Brownell, New York
H. Hassell, Port Arthur
H. Norris, New York
H. Tomfohrde, Houston
H. G. Symms, Houston
R. Fisher, New York
B. E. Emerson, Houston
P. A. Masterson, New York
C. M. Hayward, New York
L. C. Oakley, New York
D. L. Lindsay, Houston
H. J. Rodriguez, New York
J. J. Smith, New York
J. B. Nielsen, New York
E. B. Middlekauf, New York
J. E. McHale, Houston
J. T. Rankin, Denver
Otto Hartung, Houston
Fred Carroll, Houston

REFINING DEPT. **Port Arthur.**—The annual convention of the Retail Merchants Association of Texas, and affiliated associations, was held in the City of Port Arthur, May 23-25. The Case and Package Division was afforded excellent opportunity to demonstrate to these merchants the care and inspection that is given to Texaco products during process of manufacture. We entertained 220 members of this association at a luncheon which was followed by an inspection tour of the plant. The many friendships we had among these Texas merchants were cemented and we know we made some new friends.

During the month of May Texaco products were sent to many foreign lands, including China, South Africa, South America, West Africa, Mexico, Italy, Japan, Philippine Islands, and Panama. The most refreshing tonic to a plant organization is big business and



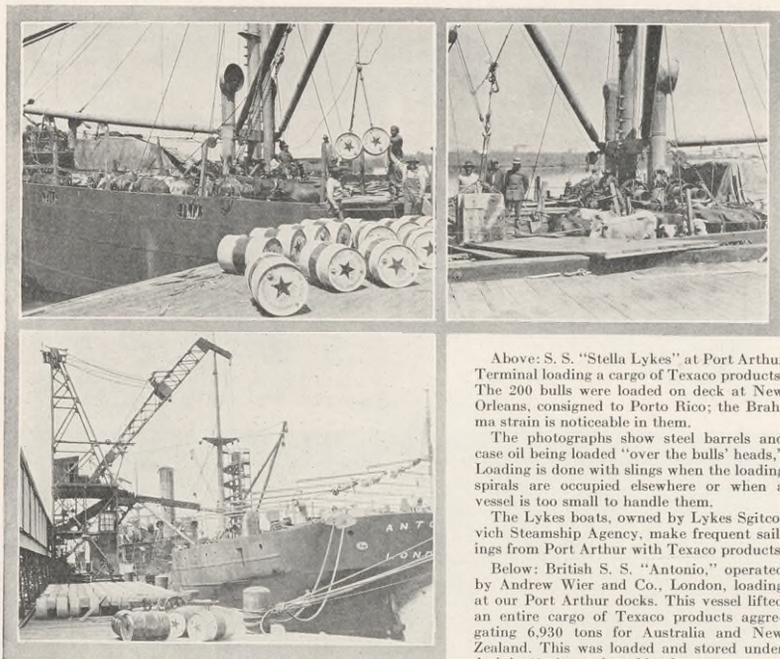
Terminal Division Efficiency Committee—recent meeting at Norfolk, Virginia

Rear row: R. S. Mutch, Chief Clerk, Employment and Service; C. D. Hoffecker, Ass't Superintendent Norfolk Terminal; V. J. Romeo, Secretary of the Committee; A. E. Manley, Ass't General Superintendent Northern Terminals; C. S. Atwell, Superintendent Norfolk Terminal; C. W. Meloney, Chief Engineer; A. D. Jack, Acting Employment Supervisor Norfolk Terminal.

Middle row: E. C. Tower, Superintendent Baltimore Terminal; W. B. Williams, Ass't General Superintendent Southern Terminals; Ed Merren, Superintendent Mobile Terminal; A. B. Cox, General Superintendent Terminal Division; J. W. Riseden, Superintendent Amesville Terminal; T. E. Simpson, Superintendent Jacksonville Terminal; Thos. Wall, Superintendent Providence Terminal; T. L. Hughes, Chief Clerk Terminal Division.

Bottom row: C. E. Lopley, Superintendent Charleston Terminal; W. E. Curtis, Ass't Superintendent Delaware River Terminal; C. H. Merrick, Chief Clerk Norfolk Terminal; M. Halpern, Auditor of Operations, Refining Department; W. M. Dowling, Superintendent Bayonne Terminal.

The TEXACO STAR



Above: S. S. "Stella Lykes" at Port Arthur Terminal loading a cargo of Texaco products. The 200 bulls were loaded on deck at New Orleans, consigned to Porto Rico; the Brahma strain is noticeable in them.

The photographs show steel barrels and case oil being loaded "over the bulls' heads." Loading is done with slings when the loading spirals are occupied elsewhere or when a vessel is too small to handle them.

The Lykes boats, owned by Lykes Sgitovich Steamship Agency, make frequent sailings from Port Arthur with Texaco products.

Below: British S. S. "Antonio," operated by Andrew Wier and Co., London, loading at our Port Arthur docks. This vessel lifted an entire cargo of Texaco products aggregating 6,930 tons for Australia and New Zealand. This was loaded and stored under deck in 43½ actual working hours.

large orders. The Case and Package Plant enjoyed during May one of the most active months in the history of its operation.

"Two hundred-fifty Strong—All Good Fellows." That's our verdict on the Texas Realtors who had luncheon with us June 15. We welcomed this opportunity to entertain such a body of discriminating people whose success is largely due to estimating values and accurate appraisals. After luncheon it was our privilege to show these guests the Texaco method of manufacturing quality products. Many favorable comments were overheard on the methods of getting out our product in a manner befitting its reputation.

Flood conditions finally forced us to suspend operations at the Morgan City Shook Plant on May 28. We were more fortunate than some others as we had time to have all shoeks in storage at Morgan City shipped out and also had time to perfect arrangements to increase production at the Port Arthur Shook Mill, so the activities of our box factory went on without interruption.

WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF JUNE, 1927

Refined—Coastwise.....	1,434,973 bbls.
Refined—Foreign.....	328,232 bbls.
	1,763,205 bbls.

N. Terminals.—The cheers and smiles of the Texaco family were bestowed unstintingly on Col. Charles A. Lindbergh from the windows of the Whitehall Building on June 13. Employees and their relatives and friends had a wonderful view of the great sight.

If there is a man in the organization who feels bigger and more important than our Head General Clerk at Bayonne Terminal, Arthur F. Schloss, we would like to meet him. The occasion is a red-haired daughter. Oh, yes! The fond father insists that it is *red*, and he is proud of it.

Mr. Elwood Sharp, Head Timekeeper at Delaware River Terminal, and Miss Viola Alberta Nace were married on May 14. Congratulations and best wishes.

The Stork presented Mr. and Mrs. B. E. Halloran with a 10-lb. boy on May 16; and

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on May 27 Mr. and Mrs. Frank Nester, Jr., with a 9-lb. boy.



R. H. Donaldson

Delaware River Terminal surroundings are somewhat different to R. H. Donaldson from those he left in Mexico, but he is rapidly becoming acclimated and is assured of the heartiest cooperation of all his associates here.

SALES DEPT.
S. TERRITORY

Houston District.—

Representative J. A. McCrorey sends pictures of a Texaco parade in Corpus Christi, and writes:

I believe this parade has been one of the best advertising features ever put on in Corpus Christi.

All our equipment was very attractive, and we displayed on each truck a banner carrying a slogan. On the Stake Truck we had a display of Texaco products, a Fry pump, a Lube Oil outfit, "Miss New and Better," and "Miss Golden Color," also a little automobile representing a customer. This truck carried a banner: "Buy Your Oil With Your Eyes Open—See the Golden Color As It Pours." Tank Truck A2434 had a sign: "You Buy the Liquid But You Use the Vapor." Tank Truck A2483 displayed the question: "Is There Any Real Difference in Gasoline?" The question was answered by the following Tank Truck 2051: "Yes! Absolutely. Fill Your Tank with Texaco and Find Out for Yourself." These were followed by our District Paint Truck and twelve Texaco dealers displaying Texaco as well as their own names.

W. A. Butler, Secretary of Chamber of Commerce at Crystal City, also Secretary of Winter Garden Chamber of Commerce, made a trip in his Overland Whippet to West Virginia using Texaco products exclusively, and reports that he found the cost for his transportation extremely low.



Texaco Parade in Corpus Christi, June 11, 1927

Above: 1. "Miss Golden Color" (Miss Jean McCrorey); a customer (Miss Gray); "Miss New and Better" (Miss Bubbles Reynolds); also a display of Texaco products, with a Fry pump and a Lube Oil outfit, on this Stake Truck A1649 driven by R. A. Poenisch. 2. Starting with Motor Cop Paul Morgan and going backward from the foreground: J. A. McCrorey, Representative; D. L. Lindsay, Houston Office; E. M. Nelson, Agent; W. M. Wallace, Truck D2147 with band; R. A. Poenisch, Truck A1649 with Texaco display; J. A. Baird, Tank Truck A2434; H. M. Sale, Tank Truck A2051; W. E. Easley, Tank Truck A2051; L. B. Callicotte, Warehouseman accompanying W. E. Easley; S. E. Ables and W. E. Morrison, Paint Truck R2544.

Below: 1. Paint Truck R2544, S. E. Ables and W. E. Morrison; Truck A2051, W. E. Easley, driver; Truck A2483, H. M. Sale; Truck A2434, J. A. Baird; Truck A1649, R. A. Poenisch; Truck D2147, W. M. Wallace, driver. 2. O. K. Garage & Storage, Claude Whittaker, driving; True Auto Service Co., Mr. Browning driving; Boleman Service Station, Luther Boleman; Emmert Service Station, R. G. Roberts (S. S. No. 1); Young Service Station, Customer; Alamo Service Station, Pete Gonzalez driving (E. D. Nieman and Son); Young's Service Station, Mr. and Mrs. Young in car; P & S Service Station (S. S. No. 2), Mr. LaForge driving; P & S Service Station, Mr. Skelton driving; Scott's Service Station, Mr. Wilcox driving.

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Dallas District.— Lone Star Gas Company—Plant No. 3—Ranger, Texas

1. District Superintendent S. M. Gamble. 2. View of Plant No. 3. 3. Engineers and operating crew.
4. Fifteen 180 h. p. Cooper Gas Engines (lubricated with Texaco) direct connected to gas compressors for pumping natural gas to the large North Texas cities where it is distributed to thousands of consumers.



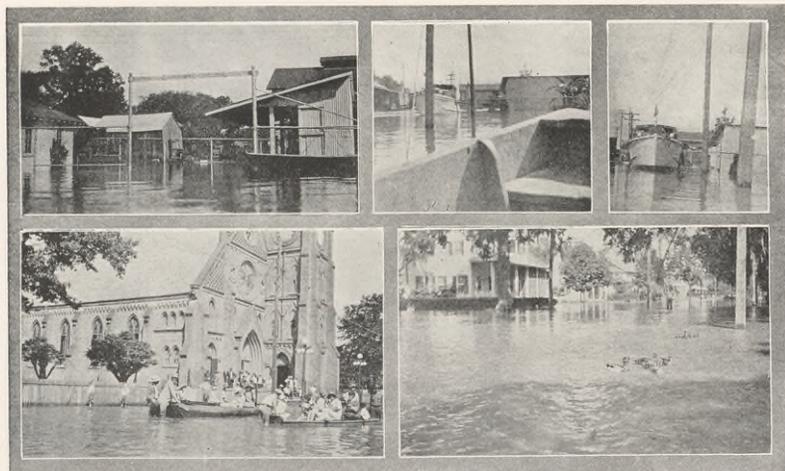
"We like good looking people come back again!"

District Manager Daniel and Superintendent (Sales) Faerber on their recent trip in Texas on the Oklahoma Booster Train were 'snapped' in this picture by some good citizen of Texas while they were trying to mesmerize local beauties with their saxophone music.

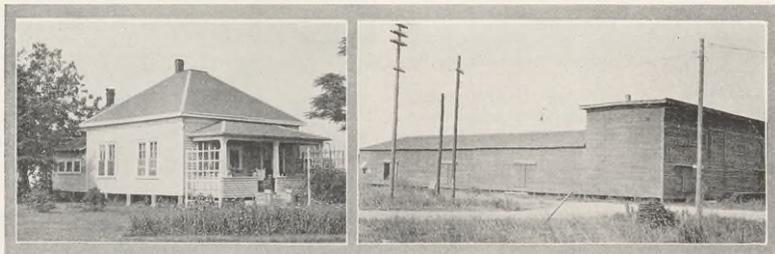
Oklahoma District.—The Commission Agency at Pawnee was completely destroyed by fire on May 22, exact cause unknown. Using the most diligent care accidents do happen, and all should take heed of this warning. Gasoline should be handled as carefully as dynamite.

On Friday, June 17, Representative C. L. Thomas, Station Auditor Aldridge, and Ass't Chief Accountant Bernie Mounts were standing on a street corner in Wetumka, Okla., having been working on a bond claim at that point, when one of them was taken for Oklahoma's most notorious and much hunted youthful bank robber. The employe and his supposed accomplices were being closely questioned and about ready to start on their way to jail, when some local friend (and we'll say he was a friend) came by and acclaimed they

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New Orleans District.—Above: Showing the plight of New Iberia, La. Station during the recent flood in the Atchafalaya River basin. Note Conservation Boat B 79 lying at gate of filling rack.
Below: Getting to church under difficulties. Main Street, New Iberia during the flood.



Home of Agent G. B. Evans, Jennings, Louisiana, roofed with Texaco Individual Shingles.
Louisiana State Rice Mill at Jennings covered with Texaco Saturated Felt and No. 35 Asphalt.

were Texaco Salesmen and the boys were turned loose. Guess which one looked like the bank robber. The man getting the most votes will offer a prize.

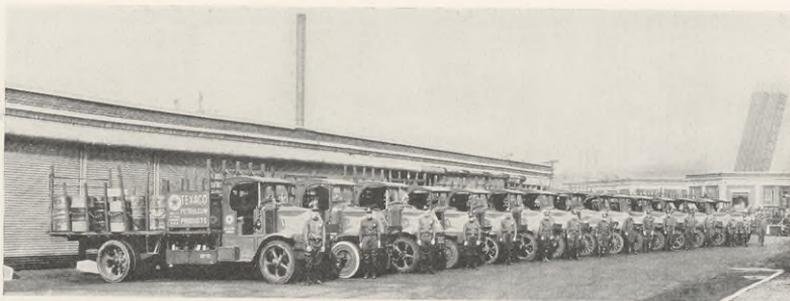
Order Clerk D. N. Beitman, better known as David, has complained that the only thing of note which has happened recently regarding him has not been seen in print. Our Reporter asked him what the news item was, and David indignantly replied that he had a young lady, 7 pounds and 7 ounces in weight, at his house, born May 12, and he wanted the fact known at large. Folks, meet Miss Billie Francis.

Atlanta District.—Stock Clerk Candler Watkins, Atlanta Shop, and Miss Sara Maxwell of Bowman, Ga., were married June 4. Mr. and Mrs. Watkins have our best wishes.

Florida District.—We have had the pleasure of entertaining District Manager C. R. McCarthy and Mrs. McCarthy of New York. We trust they enjoyed their stay, and hope that the beaches and Florida sunshine proved very helpful in Mr. McCarthy's convalescence.

A golf tournament held by D. O. employes was a great success. The silver trophy was captured by Clerk E. E. Robbins.

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Truck Operators at Long Island City, N. Y. Bulk Station after being equipped with the new Chauffeur's uniform adopted in the Northern Territory.

SALES DEPT. Manager H. W. Dodge announced on June 7 the following organization changes and appointments:

C. R. McCarthy, from District Manager New York District, to Superintendent of Sales Promotion Northern Territory, headquarters New York.

J. W. Hopkins, from District Manager Boston District, to Special Representative Northern Territory, headquarters Boston, Mass.

R. T. Herndon, from District Manager Minneapolis District, to District Manager Boston District.

J. D. Barton, from District Manager Spokane District, to District Manager Minneapolis District.

W. L. Kallman, from Assistant District Manager New York District, to District Manager New York District.

R. I. Kerr, from Superintendent (Sales) Spokane District, to District Manager Spokane District.

P. H. Savage, from Superintendent Operations Spokane District, to Assistant District Manager Spokane District; as Assistant Manager he will have charge of both sales and operations in Spokane District.

On June 9, Manager Dodge announced the appointments:

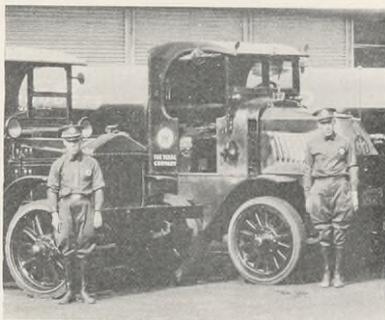
E. A. Rulfs, Superintendent of Equipment Northern Territory, headquarters New York.

W. R. Ellwood, Superintendent of Service Stations Northern Territory, headquarters New York.

A. M. Grier, Superintendent of Service Stations Norfolk District.

R. C. Cathcart, Superintendent of Service Stations Denver District.

This brings to the front two new District Managers, W. L. Kallman and R. I. Kerr. Both of these young men started at the bottom



of the ladder and advanced steadily to positions of greater responsibility. Both have had wide experience within the Company, having successively held practically every position below the post they have now attained.

W. L. Kallman entered the service in December 1919 as a Student Salesman. He had served as an artillery officer with the A. E. F. during the World War. In quick succession he held the positions of Clerk, Secretary to Sales Manager, Representative, Superintendent of Sales, Assistant District Manager, and he is now District Manager of the largest District in Northern Territory. His steady and consistent progress is a tribute to his outstanding ability and earnestness.



W. L. Kallman

The TEXACO STAR

R. I. Kerr entered the service as Commission Agent at Spokane, Wash., February 1, 1923, and a few months later became General Salesman at the same point. After promotions to Representative, Assistant Superintendent, Superintendent of Sales, he is now District Manager. Mr. Kerr has been identified with the Spokane District since its inception, and has seen it grow from nothing to a flourishing District.



R. I. Kerr

Being the smallest, Spokane District has the greatest opportunity for growth and with his keen insight into sales and operating it is felt that Mr. Kerr will continue the good work of his predecessor, and pilot Spokane to bigger and greater accomplishments.

New York District.—Our beloved C. R. McCarthy returned from Florida June 7 well tanned and looking fine. He was greeted with the news that he had been promoted to Superintendent of Sales Promotion Northern Territory with headquarters at New York.

Norfolk District.—The following letter from Richmond, Virginia, dated June 13, 1927, was addressed to *The Texaco Star*:

On May 23 I left my home in Richmond with Mr. L. H. Preddy, of 610 Hazelhurst Avenue, Richmond, in his car on a business trip via Fredericksburg to Northern Neck, Virginia.

We carried about 200 pounds of sample baggage and had 10 gallons of Texaco gas in the tank. We carried an extra can of Texaco gas for emergency as we were making a test of mileage with Texaco. On May 26 at 9:20 a. m. we ran our tank dry. We were then in 7/10 of a mile from Kilmarnock, and had covered 267 miles on the 10 gallons. Sixty miles of the trip was made on hard surface road, and 207 miles on sand and clay road with many very steep hills to pull and a part of it through a heavy rain which made the road very slippery. The car we were traveling in was a 1922 model seven passenger Hudson.

I am enclosing you a photo of Mr. Preddy and his car, taken at the place where we ran out of gas.

Yours very truly,

J. E. C. Cosby,

2025 Grove Ave., Richmond, Va.



Chicago District.—We enjoyed very much the visit of Sales Manager H. W. Dodge who arrived during a meeting of District Representatives. He gave an inspiring talk which keyed the Representatives up to the proper pitch for the start of the campaign for new accounts.

In May we opened seven new Lease and License stations, all a credit to The Texas Company.

Springfield, Ill. Station, Agent C. F. Easley, completed its first year of operation on March 31 without a package stock variation.

Tank Truck Chauffeur A. F. Cooper, Springfield, was not trying to create a record on April 29, but he certainly did a real day's work. With truck QQ-2510, 834 gallons capacity, he delivered 6,048 gallons gasoline, 50 gallons kerosene, and 205 gallons of Golden Motor Oil, covering 79 miles.

Minneapolis District.—It is with pride that we send our District Manager, R. T. Herndon, to a well-earned promotion as District Manager of Boston District. Our good



Triangle Service Station, 246 Lawrence St., Lawrence Mass. The proprietor, Mr. Langford, has increased the business 500% since he took it December 1926. The tombstone is one of his ideas which brought business.

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will and sincere wishes go with him. Employees of the entire District presented Mr. Herndon with a beautiful desk set for the office and a rod and reel for vacation days.

We are fortunate in securing Mr. Barton of Spokane as successor to "Dick." Welcome, Mr. Barton!

Denver District.—Our exhibit at Annual Convention of Kansas Oil Men's Association at Wichita, Kansas, May 11-13, was one of the most attractive and our entertainment was the talk of the Convention, which was one of the largest of its kind ever held in Wichita. It was attended by Lubricating Engineer L. F. Kroll, Representatives M. D. Barzile and S. C. Bartlett, F. L. Rawls, and Agent P. C. Bogart.



They report coming in contact with jobbers and others with whom we may be able to work out favorable connections.

Miss Grace Le Beau appeared twice as "Miss Texaco" before the Annual Convention of the Kansas Oil Men's Association at Wichita, Kansas, May 11-13, 1927 and rendered—amid true Texaco colors and hearty applause—a number of vocal solos.

Spokane District.—We deeply regret the loss of Mr. Barton, District Manager since the District was created in 1923. He goes to Minneapolis in the same capacity and leaves on the fourth anniversary of the opening of

Spokane District. Employees of the District presented him with an elaborate desk set in token of friendship and esteem. To Mr. Barton we extend best wishes; to Minneapolis District, congratulations.

R. I. Kerr, formerly Superintendent (Sales), succeeds Mr. Barton as District Manager, and P. H. Savage, formerly Superintendent (Operations), has been appointed Ass't District Manager.

We want to express our appreciation of Territorial Manager Dodge's letter concerning the recent audit of our D. O.:

"I have just read the audit on the Spokane District and extend to you and all those who had a part, my sincerest congratulations on the very creditable handling of our business.

The audit reflects care and attention to our various phases of operations and sales and I am very glad indeed that our work is in such fine shape."

ASPHALT SALES DEPT.

A complete list of the uses of Texaco asphalt would require great care and investigation, and after the list was finished other applications would turn up. How many, for instance, are familiar with the fact that Texaco asphalt makes an ideal tennis court? The Gary, Indiana, Municipal tennis courts of Texaco asphalt, which have been in use for 8 years, are in good condition today. They are not ordinary courts. In Winter they are flooded and transformed into skating rinks. This year Topeka, Kansas, is constructing tennis courts of Texaco asphalt and plans to build others when the first two have proved their suitability.

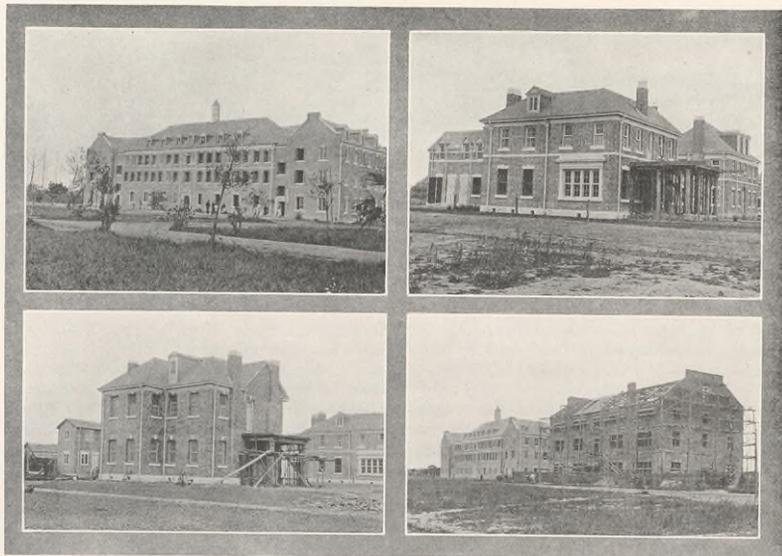
The job of Dan Hill and Joe Reese is to see that Texaco asphalt is used in the greatest possible yardage of Ohio's roads and streets.

Winter Garden Service Station Butte, Montana

Privately owned, and operated 100% Texaco, by Lowney and Williams. Opened April 22 and during the first 25 days sold 31,500 gallons of gasoline, 850 gallons of motor oil, and 700 pounds of grease.



The TEXACO STAR



Min Yang School in Shanghai

This school is controlled by the Shanghai Baptist College. It has four large school buildings, nine houses for the teaching staff, two gymnasium buildings, and a church.

The roofs of all these structures are covered with Texaco green surfaced shingles—one of the largest roofing jobs ever completed in Shanghai—and the handsome appearance of our shingles has added materially to the attractiveness of the campus.

This task they have been performing with commendable results. Lately Joe succeeded in having Texaco used in paving 34,000 square yards of streets in Middletown, Ohio, which already had considerable pavements of our material.

In road building circles of eastern Massachusetts, Maine, and New Hampshire, "Bud" Fisher is well-known and many tons of Texaco have been shipped into that territory for better roads and streets. He recently added another feather to his cap when he sold Texaco 45 Surfacing Material to Chelmsford, Mass.

The City Council of Buffalo decided that one of its streets would be paved with cement concrete. The property owners on Comstock Avenue, however, had a different idea as to the best pavement for their thoroughfare. Our L. W. Gay reports that the taxpayers were so emphatic in their request for an asphalt pavement that the Council consented and a Texaco Asphalt street is being constructed in place of the cement concrete originally planned.

The American Red Cross has organized a band of Volunteer Life Guards to patrol the beaches in the vicinity of Jacksonville, Florida. Young men, expert swimmers who offer their services, are put through careful training before they become active members of the corps. Alfred Lee of our Jacksonville office belongs to this fine body of young men engaged in a splendid work.

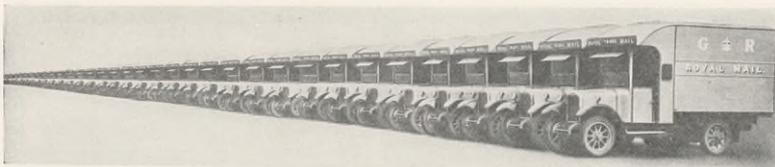
We extend our sincere sympathy to O. F. Reynaud, Southern Division salesman, whose mother passed away on May 30 in Houston, Texas.

EXPORT DEPT. After an extended trip to the Malay States and India, H. A. Thomas has returned to New York.

A. Voorwinden, manager of the oil department of Messrs. Maatschappij t.v.d.z. Ruhaak & Co., our agents in the Dutch East Indies, is in New York on a short visit while on his home leave to Holland.

W. P. Gillies, Ass't Manager in South Africa, is spending his vacation in New York. Mr.

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This imposing array of 34 motor cars is owned by Messrs. James Allen, Ltd., London, England, who are transport contractors to the General Post Office. We are not a little proud of the fact that all these fine vehicles use Texaco products exclusively in their most important and exacting service.

Gillies has been with the Company for 13 years, during the last 12 of which he has been in South Africa.

After an extended visit to Brazil, L. A. Moricca has returned to take up his duties as assistant to Mr. W. G. Moore.

PRODUCING DEPT.

The Church of the Annunciation, Houston, Texas, was the scene of a beautiful wedding on June 2 when Miss Queenie Caverly, of our Land and Lease Division, became the bride of Mr. Wm. J. Gebhard. A splendid chest of silver, gift from employes of the Producing Department offices, was presented to the happy pair by Judge A. H. Culver. Mr. Gebhard is office manager for the W. H. Kirkland Insurance Company.

PIPE LINES

Houston Office.—In the January issue of this year we showed a tumbled down shack in the San Jacinto River bottom, discovered by our Green Tree Club on their regular Christmas expedition, in which a widow and her three children were living. We said then that the Club would

put a roof on the old cabin; but better than that, we have made a new house.

Pipe Line men at Humble furnished the lumber, tearing it off of the roof of an abandoned ground storage tank one Sunday afternoon. Wm. T. Richardson drove his truck down at night with this material and one of the boys in the Sales Department brought down windows and second-hand furniture from our attics. It was roofed with slightly damaged Texaco which was bought at a reduced price. None of the boys are carpenters and some of the joints do not fit exactly, but it will stand wind and weather for many years. With help from so many sources it was not a very big job.

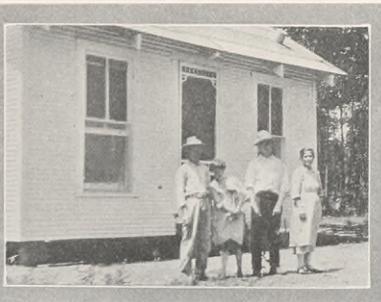
CRUDE OIL PRICES AT WELL

June 30, 1927

Same as for May 31, 1927.

The best doctors in the world are Doctor Diet, Doctor Quiet, and Doctor Merryman.

—Dean Swift.



Little home built for a poor widow by the Green Tree Club

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.

EXECUTIVE. How Efficient Lighting Affects Production and Profit. IV. H. J. Littlefield.—*Industrial Management*, June 1927.

PRODUCING. Revision of Lease Contracts Demanded by Producing Conditions. Lawrence E. Smith.—*National Petroleum News*, June 15, 1927.

Saving and Re-Utilization of all Gas Proposed as Over-Production Remedy. T. Edgar Pew.—*National Petroleum News*, June 15, 1927.

Use of Gas and Air in Restoring Pressure to Old Pools. (First of a series of five articles which will be interesting and instructive.) Lester C. Uren, Professor of Petroleum Engineering, University of California.—*National Petroleum News*, June 8, 1927.

LABORATORIES. Hydrocarbon Determination by Refraction. G. Dixmier.—*Ch. Abstracts*, 1927, 645.

Separation of Aromatic Hydrocarbons. A. O. Yourkoff.—*Chem. Abstracts*, 1927, 1179.

Vaporization of Petroleum. E. H. Leslie.—*Ind. and Eng. Chem.*, 1927, 453-460.

Refining Shale Gasoline. Roy Cross.—*Oil and Gas Journal*, 25, 42, 96 (1927).

Refining Mexican Crude. J. W. Poole.—*Oil and Gas Journal*, 25, 41, 154 (1927).

Use of Mean Boiling Point in Evaluating Gasoline. W. Ostwald.—*Petroleum Zt.*, 1927, 445.

Iodine Number Determination. M. S. Dunn.—*Ind. and Eng. Chem.*, 1927, 633-4.

Physical Properties of Hydrocarbons. J. Timmermans.—*Chem. Abstracts*, 1927, 1038-9.

Critical Constants of Gases. Scientific Paper No. 541.—*Bureau of Standards*.

FUEL OIL. Burner Advertising to Widen Domestic Fuel Oil Trade. Roger B. Stafford.—*National Petroleum News*, June 8, 1927.

SALES. Certified Service Stations is Texas Company Plan for Closer Tieup with Dealers. W. K. Halbert.—*National Petroleum News*, June 15, 1927.

GENERAL. Need of Reforming the Primaries. Charles G. Dawes, Vice President of the United States.—*North American Review*, June-August 1927.

What Passes for Art. Walter Pach.—*Harpers Magazine*, June 1927.

Aviation.—*The Annals*, American Academy of Political and Social Science, May 1927. Twenty-six signed articles, each dealing authoritatively with its special subject. This timely issue by the Academy is of permanent interest and value. It is available in all good public libraries, and non-members may obtain copies for \$2 in paper binding, \$2.50 in cloth, from *Business Manager, American Academy of Political and Social Science, Box 4060, Philadelphia, Pa.*



Vaudeville artists who are touring Java, Sumatra, and adjacent islands. These people have made quite a hit in the many places they have visited, and wherever they have stopped they have put in a good word for Texaco motor oils, exhibiting our products in the way shown in the picture.

—Photograph sent by our agent in Java, Dutch East Indies.

OF WHAT AVAIL
ARE PLOW, OR SAIL,
OR LAND, OR LIFE,
IF FREEDOM FAIL?

—*Emerson.*