

The TEXACO STAR

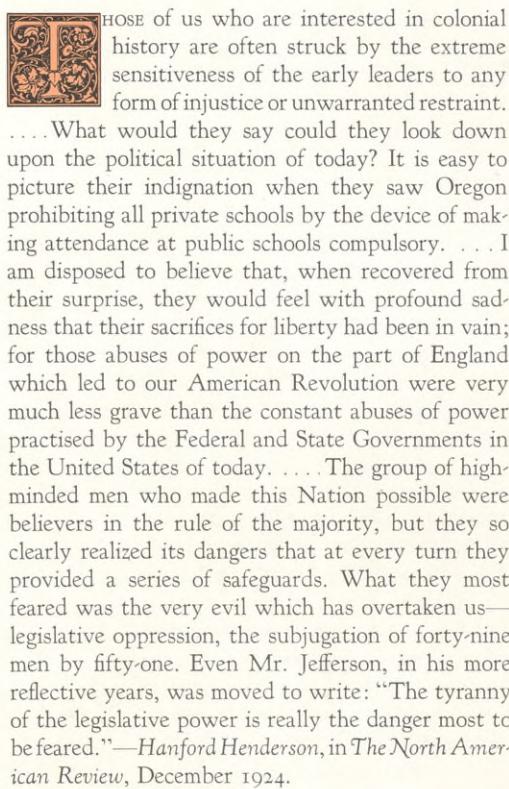
For Employes of The Texas Company



Vol. XII

JANUARY 1925

No. 1

HOSE of us who are interested in colonial history are often struck by the extreme sensitiveness of the early leaders to any form of injustice or unwarranted restraint. . . . What would they say could they look down upon the political situation of today? It is easy to picture their indignation when they saw Oregon prohibiting all private schools by the device of making attendance at public schools compulsory. . . . I am disposed to believe that, when recovered from their surprise, they would feel with profound sadness that their sacrifices for liberty had been in vain; for those abuses of power on the part of England which led to our American Revolution were very much less grave than the constant abuses of power practised by the Federal and State Governments in the United States of today. . . . The group of high-minded men who made this Nation possible were believers in the rule of the majority, but they so clearly realized its dangers that at every turn they provided a series of safeguards. What they most feared was the very evil which has overtaken us—legislative oppression, the subjugation of forty-nine men by fifty-one. Even Mr. Jefferson, in his more reflective years, was moved to write: "The tyranny of the legislative power is really the danger most to be feared."—Hanford Henderson, in *The North American Review*, December 1924.

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The TEXACO STAR

PRINTED MONTHLY FOR DISTRIBUTION
TO EMPLOYEES OF THE TEXAS COMPANY

Vol. XII

January 1925

No. 1

"All for Each—Each for All"

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

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Series 25 Stock Allotment

As of January 1, eligible employees will be allotted stock at \$35 per share. The basis of allotment will be the same as applied last year. In other words, an employee who was allotted a given number of shares in 1924, based on his salary or wages for 1923, will be allotted the same number of shares in 1925 if his salary or wages remained unchanged. The price only is different. Last year it was \$25. Now it is \$35.

The stock trusted prior to 1920 is exhausted. It was exhausted at the end of 1923, whereupon it became necessary for 1924 and subsequent years to cover allotments by purchases on the market. This stock is purchased by the trustee under financial arrangements made by the company, and it will be seen at a glance also, contrasting allotment price with market, that the company contributes a large sum in cash to aid employees in the acquisition of stock, besides making terms of payment easy.

It will be recalled that on occasions when the capital stock of the company was increased, stockholders, who were entitled in proportion to their respective holdings to purchase the entire new issue, waived this right to the extent of consenting that a portion of the increase might be sold to a trustee for allotment and sale to employees; and this stock was purchased by the trustee at par, or \$25 per

share. It was sold to employees at the same price. But, as explained above, there is no more of that stock, and it has become necessary to purchase on the market if our Plan is continued.

The Star is authorized officially to make the foregoing statement.

The Federal Oil Conservation Board

The creation of this Board, to consist of the Secretaries of War, the Navy, Interior, and Commerce, was recently announced by President Coolidge. In his letter to the Secretaries the President outlined in general terms the purpose. That purpose in the main, namely, the conservation of our petroleum resources, will appeal to every American citizen. It will appeal particularly to those who are seriously and broadly engaged in the oil business. Every study that has been made indicates an approaching shortage. No one can tell exactly how far we are from it. But it is coming, as certainly we shall have another summer. Heretofore the discovery of new pools has tended to lull those who realized the situation, and they have not cried out in vigorous alarm. The fact that the President and his Cabinet are now dealing with the subject is assurance that the country will be awakened.

But awakenings are often attended by sudden starts and dangerous performances. Some expressions in the President's letter indicate that perhaps he has been impressed by certain new theories and suggested changes in our land system. Similar thoughts are expressed in recent reports of the Geological Survey of the Bureau of Mines and the Interior Department. While it is desirable to consider every plan proposed, the wisdom of voicing immature

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impressions may well be doubted. Broadly speaking, the development of oil pools as units is wholly impractical from both legal and operating standpoints. It is constructive and not obstructive to say this, and to say it now.

The Board will find plenty of work to do, plenty of problems to solve. The importance of the task is exceeded only by its difficulties. The industry will coöperate, of course. Let us see what can be done.

Charles E. Herrmann

It seems strange to be writing this. The subject in perfect health is so recent and vivid in the mind that it is hard to realize that he is not in the room just down the corridor. There is a feeling that soon he will open the door and walk in with his papers to discuss some pending problem.

But the grim reality must be faced. We shall see him here no more. A virulent attack of typhoid fever brought to an end on December 20, 1924, the comparatively short but very useful life of our friend and associate.

He was born in New York City on October 21, 1882, the son of Charles A. Herrmann and Johanna Boernhoff, and was educated in the public schools and in the College of the City of New York. When twenty years of age, he obtained employment with John W. Gates, and in course of time became an intimate and trusted representative of the Gates family. It followed that when the bulk of the Gates estate was finally administered upon the death of the widow, Mrs. Dellora Gates, he was one of the executors, the others being John J. Mitchell and Augustine L. Humes, of Chicago and New York respectively. It has been well said that this trust was handled in such wisdom as to approach genius. In October 1919, Mr. Herrmann entered our organization, and in February 1921, became Assistant to the President. He was elected a vice president and director on December 12, 1922, and subsequently became a member of the executive committee. His associates of the board paid their tribute to him in a resolution adopted December 24, 1924, as follows:

WHEREAS, on December 20, 1924, Charles E. Herrmann, director, executive committee man, and vice president of this company, departed this life at the age of forty-two and in his sixth year with the company:

RESOLVED, THEREFORE, that as we turn in sadness to the tasks of the day we record here the high esteem in which the deceased was held by us, his associates, and the fact that the corporation has lost an able, faithful, and conscientious director and executive, who labored and achieved far beyond his years of service.

RESOLVED FURTHER, that to the family of the deceased there be sent a suitably engrossed copy of these resolutions.

His immediate family surviving consist of the widow, before marriage Miss Sarah Knipe, and three children, Jane, Mary, and John.

My acquaintance with him and our friendship began in the early part of 1913, when Charles G. Gates came into the office one morning accompanied by a fine looking young fellow whom he introduced with evident pride as Mr. Herrmann. At that time we were arranging for the exchange of Producers Oil Company securities, and Charles E. Herrmann had been agreed upon as syndicate agent. He acted in that capacity and was successful in carrying out the trust to conclusion. I was favorably impressed with his personality and his ability to grasp situations and do things. It was not long afterwards that the World War came on with its horrible bloodshed and human distraction. Next our country became involved, to enter and a little later contribute the balance of strength which would end the struggle. A few eyes were turned towards Carl Herrmann, the eyes of those who did not know him well and who were thinking of his ancestry. But they did not follow him long in doubt, because he measured up to every standard, however high, of American citizenship. His activity in Liberty Loan, Red Cross, and other work, so necessary at the time, was such as would have entitled him to decoration. In common with thousands of other American born men of German or other foreign lineage, he gave his money, his time, and his thought, and like others would have given his life on the field of battle. I fancy that the sinking of the *Lusitania* caused more horror and resentment in him than it did in those who had never placed faith in the Imperial German Government, as faith once destroyed gives way to the most intense feeling of the opposite kind. And I consider it my privilege, as it is my pleasure, to say what I have just said. The subject is a delicate one, yet nevertheless one on which I speak with boldness and certainty to the members of our organization.—Amos L. Beatty.

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The "Child Labor" Amendment

The most far-reaching public question ever forced upon the attention of the people of this country is that of the adoption or rejection of the so-called "child labor" amendment to the Federal Constitution.

If the purport and intent of the proposal were generally understood its repudiation would be overwhelming. The practical situation, however, involves two dangers: First, lest enough State legislators should be intimidated and coerced (even as were two-thirds of the Congress) before sufficient public opinion can be aroused to embolden them to defy the lobbyists representing the small but very active groups which framed and are advocating the measure. Second, lest a majority of citizens do indeed refuse to pay enough attention to the matter to comprehend it.

In the first case, we would witness the ultimate triumph of that "government by blackmail" through which, in many minor instances, we have seen legislation effected during the last dozen years. In the second case, we would witness an absolute failure of democracy, and the subjection of a thoughtless people to be 'ridden with spurs' by bureaucracies into a morass where the family and all genuine morality would be submerged and freedom lost in a 'servile state.'

The situation calls for plain speaking. The catch-words "child labor" have caught the enthusiasm of many kindly disposed persons and benevolent associations who have given support without investigation. For instance, the eighteen women's organizations, said to be supporting the measure, do not, in respect to their rank and file, understand it at all. They were told of a movement to protect *children*. That word was enough. They passed their resolutions, pledged their votes, and appropriated their funds to support the paid workers. And the legislators 'side-step' accordingly.

But the proposal is not intended by its artful framers to correct the rare abuses which their propaganda so much exaggerates. This is proved by the fact that every motion to reduce it to that purpose was interdicted by a lobby thoroughly schooled in the political methods of the Anti-Saloon League. Of course, our citizenry is itself to blame because it leaves its representatives at the mercy of such forces.

A little patient study and straight thinking is required to arrive at the truth of this matter;

but if one is unwilling to use rational powers to that extent, when an opportunity is offered, he is unworthy of participating in the governmental affairs of a free republic. Consider the following facts and form your own conclusions.

The resolution passed by the Congress reads:

That the following article is proposed as an Amendment to the Constitution of the United States, which, when ratified by the Legislatures of three-fourths of the several States, shall be valid to all intents and purposes as a part of the Constitution:

Section 1. The Congress shall have power to limit, regulate, and prohibit the labor of persons under eighteen years of age.

Section 2. The power of the several States is unimpaired by this article, except that the operation of State laws shall be suspended to the extent necessary to give effect to legislation enacted by the Congress.

The second section is legally entirely superfluous. Was this meaningless addition intended to obscure for the uninformed the fact that no State has now under its constitution any such power as the first section seeks to give to the Congress? There is no State in the Union whose people have conferred upon its legislature such unbounded power.

All motions to mitigate the measure were voted down. No substitute for the stark first section was acceptable. The regulation of *employment* and its prohibition in labor involving hazards to life or health, was not what they wanted. They were not really 'after' the exploiting employer about whom they talk to the sentimental public, *they are reaching after the child*. Deserted by a people absorbed in business or engrossed in baseball and cross-word puzzles or in dancing, bootlegging, and the movies, the politicians dared not revolt against the whips of the "progressives."

The advocates of the "child labor" amendment have issued a "text-book" in which almost every important statement is false. It would be silly to suppose that the authors of this book are innocent ignoramuses. We have space to expose only a few instances.

This text-book asserts:

The proposed amendment is an enabling act, not a statute.

It is neither an enabling act nor a statute. It is vastly worse than a statute and would breed statutes and bureaucratic rulings beyond counting. Also, a grant of unlimited constitutional power is not an enabling act.

The text-book asserts:

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Congress is granted power to legislate against the exploitation of childhood.

Neither *child* nor *employment* is mentioned. The power expressly granted is to regulate or forbid work of any sort by persons under eighteen years of age, not to forbid an employer to exploit. And all motions to substitute the latter for the former were voted down. ("I had rather be a dog, and bay the moon, than such a Roman.") The power granted is directly over all persons under eighteen years of age, and employers could be only indirectly affected by rules laid upon the children and young men and young women whose daily lives would be subjected to statutory control and the necessary bureaucratic oversight and regulation.

The text-book says:

It is not contemplated to regulate the labor of domestics, like girls who may go out to work in homes, or who work at home with their mothers without compensation but in cooperation with the family.

It is immaterial what any individual "contemplates." The thing would grow by what it fed on. The truth is, the proposed power covers all work of every kind, whether with or without compensation. Also, *uniformity* has always and in every sphere been a passion in such minds and characters as the originators of this amendment to the Constitution. They are now agitating for uniform marriage laws in all States, regardless of the different conditions, for instance, in Illinois and South Carolina. If powers are granted they will be used, and the laws made under the proposed unlimited grant of power would be uniform over all sections however poorly adapted to some or to all.

Senator Fletcher, of Florida, speaking of the attempts to amend the amendment, said:

Refusal on the part of those responsible for the introduction of the proposed amendment to consent to the adoption of these amendments clearly indicates their influence, intentions, and what may be reasonably expected in the way of legislation should Congress be granted the power to limit, regulate, and prohibit the labor of all persons under eighteen years of age.

We will cite only one more of the misstatements of fact made by their text-book,—a peculiarly vicious one:

It takes away no power the States do not now have.

At present every State has exclusive power to legislate within reasonable limits for the protection of children within its borders. The Congress has no power to do so. But in no

State has any such unlimited power been conferred by its constitution upon its legislature as it is proposed to give to the Federal Government. The 'master minds' who are back of this are not impeded by any obligation of candor. They know that the power they are trying to give to the Congress is a power State legislatures could not exert without unprecedented grants to the legislatures in the State constitutions.

Senator King, of Utah, speaking in the Senate declared:

The Bolsheviks of Russia were familiar with the scheme that was to be launched to amend our Constitution. In conversation with one of the leading Bolsheviks in Moscow, one of the educators, when I was there last September and October, I was remonstrating with him about the schemes of the Bolsheviks to have the state take charge of the children: "Why," he said, "you are coming to that. A number of Socialists in the United States," and he mentioned a number of names, "are back of the movement to amend your Constitution of the United States, and it will be amended, and you will transfer to the Federal Government the power which the Bolshevik is asserting now over the young people of the state."

The hearings in committee, and the records of those who have been able to force the Congress to submit the measure, make it plain that, if appeals to sentiment influence enough legislatures to adopt the amendment, the intended laws will follow. Then, as the *Dearborn Independent* says:

Having the law, we will have a bureau; having a bureau, we will have welfare workers; having welfare workers, we will have rules and regulations; and the milk in the coconut is the creation of a lot of jobs for a self-created profession of non-productive laborers in the vineyard who call themselves social welfare workers. Hiking around the country, bedecked with Federal badges, will be so-called experts on child labor, which will be construed to relate to all things pertaining to children.

The tentacles of mass tyranny would quickly reach beyond childhood. The youth of the land—beyond the age at which we drafted them for war—would be taken in charge. Belike enthusiasts could get laws passed requiring all to attend school (finally *state* schools) until eighteen years of age, whether intellectually able to profit by schooling or not. By that time the instruction in the schools will have become worthless, and the logical end of the already prevalent practice of holding back the fit to keep pace with the unfit, to the detriment of both, would be reached.

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A Simple Tribute



Charles E. Herrmann

See page two

In a whisper he asked, "And have you heard?", and I replied, "Yes, Joe, I have."

And he drew himself a cup of water, continuing: "Ah! he was kind to me. He say 'Gooda Morning' alla time just like he mean, and he smile like anything when his desk it shine so, and it makea me glad. And when I hear Mr. Herrmann come no more, I justa thinka it breaka my heart." And the little Italian's eyes were as moist as the cup which he had just drained.

I saw some of the kindly wires from east and from west, from persons who lead in industry and from institutions of importance—fine messages all. But, somehow, I keep thinking of Joe's humble tribute. For, after all, to have attained the devotion of the Joes, those who could return but the humbler services, whether given any or no consideration, meant not a little. Who knows how much in the last great analysis?

To a True Friend

As in the past I come to you again

With utter confidence that you will see

All that I am and all that I would be,
I bring my joys to you, I come in pain,
Knowing full well that you will help attain

The peace I cannot find alone. I flee

From those who do not understand, to be
In your clear-seeing honest sight again.

And if I fail to find the better start,

I know that you will help to guide aright

My faltering mind and strengthen me anew;

For I find strength and comfort in your light.

So, through the years, you are a leading part

Of all I am because you are so true.

—J. C. Tolman.

Friendship

There is no friend like the old friend
Who has shared our morning days,
No greeting like his welcome, no homage like his praise:
Fame is a scentless sunflower
With gaudy crown of gold;
But friendship is the breathing rose,
With sweets in every fold.

—Oliver Wendell Holmes.

LIFE WISDOM

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

—Benjamin Disraeli.

The first thing you should procure, after
faith, is a good friend.—Arabic.

By friendship I mean the greatest love and
the greatest usefulness and the most open com-
munication and the noblest sufferings and the
most exemplary faithfulness and the severest
truth and the greatest union of mind of which
brave men and women are capable.

—Jeremy Taylor.

Friendship does not spring up and grow
great and become perfect all at once, but re-
quires time and the nourishment of thoughts.

—Dante.

It is only the great hearted who can be true
friends, the mean the cowardly can never know
what true friendship means.—Kingsley.

Perfect friendship cannot be impaired.

My friend is one before whom I may be
sincere. Before him I may think aloud.

—Emerson.

At any cost one must be sincere with one's
friends.—*Helvetica*.

A hypocrite is safer as an enemy than as
a friend.—Preston M. Nolan.

He makes no friend who never makes a foe.

—Tennyson.

He that has no friend and no enemy is one
of the vulgar, and without talents, power, or
energy.—Lavater.

Thine own friend and thy father's friend
forsake not.—Solomon.

Go often to the house of thy friend for
weeds choke up the unused path.

The making of friends who are real friends
is the best token we have of a man's success
in life.

Friendship's the wine of life.—Young.

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"Once there was a house that was only a house. And the house became a home. Once there was a boy whose parents were only parents. And the parents became his pals."—Copyright by Edison Lamp Works of G. E. Co.

The books we read should be chosen with great care, that they may be, as an Egyptian king wrote over his library, "Medicines of the soul!"—*Through the Meshes*.

Be careful of the books you read as of the company you keep; for your habits and character will be as much influenced by the former as by the latter.—*Paxton Hood*.

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Changes In the Income Tax Law

THOS. M. TAYLOR, Director Department of Governmental Reports

Individual income tax returns must be filed with the proper internal revenue collectors by March 15, and it is in order to call attention to certain changes made by the new 1924 Revenue Act.

As to the great majority of individuals, these changes relate particularly to rates, credits, and character of income. The new normal tax rates are: 2% on the first \$4,000, of net income in excess of the credits allowed (these credits will be explained later); 4% on the next \$4,000; and 6% on the remainder. These are in lieu of the 4% and 8% rates under the law as heretofore.

The surtax rates, instead of beginning at \$6,000, as under the 1921 Act, now apply only to net incomes in excess of \$10,000. The rates are graduated and are: 1% on the net income in excess of \$10,000 and not in excess of \$14,000; 2% on the next \$2,000 or fractional part thereof, and so on up to 40% in excess of \$500,000.

The credits allowed for the normal tax only are: the amounts received as dividends from domestic corporations, and, in the case of a single person, a personal exemption of \$1,000. or, in the case of the head of a family or a married person living with husband or wife, a personal exemption of \$2,500. The husband and wife living together can have but one personal exemption. If the husband and wife make separate returns, the personal exemption may be taken by either or divided in any way between them. The tax payer is also allowed a credit of \$400 for each person, other than husband or wife, dependent upon and receiving their chief support from the tax payer, if such person is under 18 years of age or is incapable of self-support because mentally or physically deficient. This credit for dependents is fixed by the status of the tax payer on the last day of the taxable year. If the status of the tax payer changes during the year, with reference to being married or single or the head of a family, the exemption is prorated according to the number of months he is married or single or the head of a family. A fractional part of a month is disregarded unless amounting to more than one-half of a month, in which case it is considered as a whole month.

Another radical change in the new law is

that relating to "Earned Income." This term means wages, salaries, professional fees, and other amounts received as compensation for personal services actually rendered. Earned net income means the excess of the amount of the earned income over the sum of the earned income deductions. Earned income deductions are those allowed by Section 214 of the statute (which is too long to be quoted here) which are properly allocable to or chargeable against earned income. In most cases, that is, so far as the ordinary salaried individual is concerned, such deductions are negligible. If the tax payer's net income is not more than \$5,000, his entire net income is considered as earned net income, and, if his net income is more than \$5,000, it shall not be considered to be less than \$5,000, but in no case shall the earned net income be more than \$10,000.

The individual's tax, in addition to the credits above mentioned, shall be credited with 25% of the amount of the tax which would be payable if his earned net income constituted his entire income, but this credit cannot exceed 25% of what the individual's tax would be without the benefit of this section. In arriving at the deduction, the tax payer must calculate the tax on his earned income as if it constituted his entire net income. Of the tax thus found, 25% is set aside and he then goes back and calculates the tax on his entire net income including the earned income. The tax thus found is then credited with the 25% under the previous calculation. For example, suppose the net income of a married man or head of a family with two dependents is \$10,000, \$7,500 of which is earned and \$2,500 of which arises from profit on the sale of stocks. He first calculates the tax on the earned income of \$7,500 less credits allowed him as a married man or head of a family, \$2,500, and for two dependents, \$800, total \$3,300. This, deducted from \$7,500, leaves \$4,200. The tax on \$4,000 of this at 2% is \$80 and on the remainder at 4% is \$8, total \$88. 25% of this is \$22. Then, he goes back and takes the entire net income, \$10,000, deducts total credits of \$3,300 as before, leaving \$6,700. The tax on the first \$4,000 is \$80 and on the remaining \$2,700 at 4% is \$108, or a total of \$188. Deducting from this

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the 25% of the tax on earned income, \$22, leaves a tax payable of \$166.

In community states, like Texas, where husband and wife file separate community returns, the credits above explained are divisible as heretofore and, if the net community income is \$10,000, the husband and wife are each entitled to \$5,000 as earned income. The regulations are silent as to whether each would be entitled to more than \$5,000 earned income if the community earned income was in excess of \$10,000, but, in view of Section 209 (c) of the Revenue Act, it would seem proper for the tax payer to so treat it in his return, since such an allocation is permitted in ordinary partnerships.

Numbers of other changes in the law could be noted: such as a return not being required of a married individual living with husband or wife if the net income of both does not amount to \$2,500 or the gross income to \$5,000. But those above are the most important and, where the forms issued by the bureau are silent and the tax payer is in doubt, our people should refer the matter to the Tax Department.

Romance of Business

A merchant does not limit his thought to the commodities in which he deals, or to bills receivable and payable. He watches his clerks—not to detect them in dishonesty, for he will know they are honest before he employs them if he is wise, but—to measure their capacity and promise for the future.

Every youth is under the education of his employer. If he is to become a real merchant, the touch, odor, colors, and qualities of the goods he handles thrill him. As a youth his heart is open to romance, and the history of every commodity has picturesque phases. Here is the open door to the development of a young man. He may be led to learn and love his vocation by knowing the romance attached to the things he sells. It not only compels his interest but greatly improves his service.

In dry goods, for instance, cotton, linen, and silk, their origin and manufacture, carry the student of merchandise to the dawn of civilization—a tale of wonders. In groceries, sugar, coffee, flour, and salt do the same. Clothing is redolent of romance. Shoes and leather carry him back to the rams' skins of Exodus dyed red. Hardware leads him to the fourth chapter of Genesis and Tubal Cain, instructor of every

artificer in brass and iron. And so all down the line of merchandise, manufacture, transportation, buying, selling, and handling. All along is matter to delight a young heart.

Transportation has been a growth of business—the camel, ass, horse, the rude wagon, the raft, boat, ships, the railroad, automobile, dirigible balloon, airplane—business developed them all.

Employers may educate their young men to know the things they sell and how they came to be, through thousands of years since men began their climb from wandering tribes to the stability and strength of established nations. In this education will come an understanding of the nobility and obligations of business.

The acid test of every business man, young or old, is what he knows of his business and the commodities, markets, and conditions which surround production and marketing. Once get a young man interested in these things, frivolities and extravagances will lose their hold on him and will be replaced by desire to learn and to know valuable things. And the open door to start him on the solid highway of business is its romance.

—W.B. Sibley in *Chicago Journal of Commerce*.

"Good-bye"

Houston, Texas, Dec. 31, 1924.

Dear Mr. Lefevre:

Can you spare me a little space in your valuable journal in which to say good-bye to my fellow workers in The Texas Company. I feel it is rather too much of an undertaking to go all through the office building and shake the hand of each of my acquaintances, and then perhaps it is hardly necessary to say good-bye at all, as I expect to continue living in Houston and keep in touch with my old friends.

The twenty years of my service with The Texas Company have been the pleasantest ones of my life, since I grew to manhood, and I have the kindest feelings for each one in the Company with whom I have come in contact. I have felt that it has been a great honor to work for such a prosperous and benevolent corporation.

With kindest regards to yourself and hoping that the coming year will be an exceptionally prosperous one for The Texas Company and for each individual connected with it,

Yours very sincerely,
Sam'l J. Payne.

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Some of the various styles of packages made in the Five-Gallon and Specialty Can Plants of the Case and Package Division at Port Arthur Terminal.

A Trip Through the Specialty Can Plant

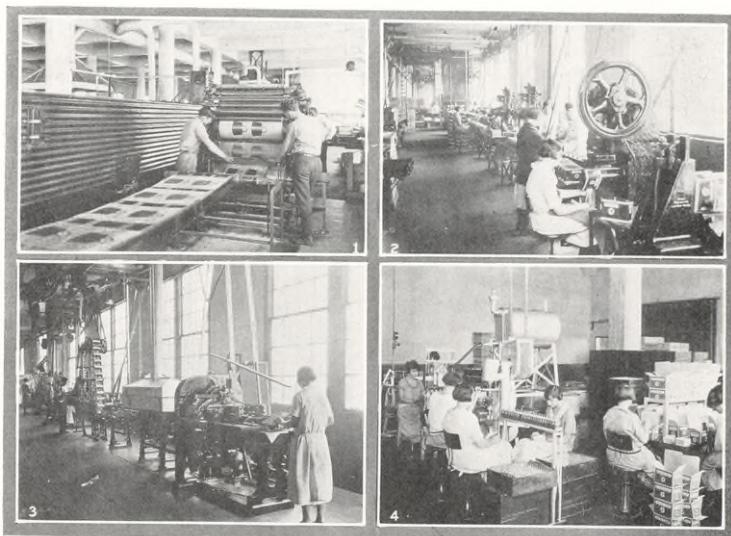
R. L. DRAKE, Superintendent Case and Package Division

"Well! Well! I had no idea there was so much detail necessary to make a can." Such a remark is not infrequently made by visitors to the Five-Gallon and Specialty Can plants at the Port Arthur Terminal of The Texas Company. Here there are over twenty-one million cans made annually for Texaco products only. The plants are complete, making the cans from the sheet tin plate through the lithographing process to the assembling and shipping. Nearly a thousand employees are daily engaged in producing Texaco packages.

The specialty packages are those used for lubricating oils, greases, and roofing cement. Most of these packages are lithographed, so we will take a look first in the department where the printing is done. In this department are several printing presses, coating and varnishing machines, and drying ovens. No type is used in these presses. The printing press for printing tin plate has three horizontal

cylinders. The upper cylinder carries a semi-circular sheet of zinc on which has been laid out the design that it is desired to print. The middle cylinder carries a thin rubber blanket while the lower cylinder is provided with means for gripping the tin sheet that is to be printed. The press is supplied with ink of the desired color and runs continually. The sheets of tin are fed to the lower cylinder, pass through and receive the design that passes from the zinc sheet to the rubber blanket and from the rubber blanket to the tin. As large a sheet of tin is used as practicable, there being as many single cans printed at once as the sheet will allow. For instance, there are twenty-one 4-oz. oiler bodies on each sheet of tin. The tin sheet goes through the printing press once for each different color and it must be dried in a conveyor oven after each color is printed. To protect the printing and to produce a finish the tin sheets are varnished

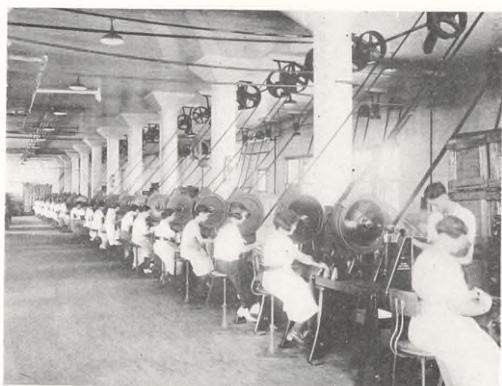
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1. Sheet Metal Printing Press. The press is printing the front and back labels on galvanized iron for 25-lb. Axle Grease Pails. 2. Handy Grip Cans are being produced on this semi-automatic line at the rate of 7,000 cans daily. 3. This line, shown producing 1-qt. Roofing Cement Cans, manufactures 40,000 cans daily. This line also produces 1-lb. Motor Cup Grease Cans, 1-lb. Axle Grease Cans, and a number of other similar packages. 4. Home Lubricant Cans—four ounce—being tested, filled, having the spouts attached, and being packed 12 to the carton.

after printing and then, after a final drying in an oven, are ready to go to the Stamping Press and Assembling Departments.

Lithographed covers like those on the 1-lb. Motor Cup Grease cans are printed on the sheet in rows. In the Assembling Department strips of these covers are cut from the lithographed sheet and these strips placed on the feed table of automatic cutting presses in the Stamping Press Department. The vacuum mechanism of the press lifts one strip at a time, places it on a feed that moves the strip under the die and the die cuts the covers from the strip at the rate of 50,000 to 60,000 covers daily. In this same man-



In this Stamping Press department are cut covers, bottoms, and other accessories for specialty packages.

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ner and by hand fed presses are produced the almost endless number of covers, bottoms, handles, caps, spouts, and other fittings necessary to complete Texaco packages. In the Stamping Press Department are 108 different machines used for producing can parts. Most of these machines are operated by girls and women whose deft fingers are much better adapted to this light work than those of men would be.

The parts produced in the Stamping Press Department move to the Assembling Department, as does, also, the lithographed body tin plate. The body plate is slit by circular knives into individual bodies which then move to the Assembling lines. Those packages that are not used in the largest quantities are made up on semi-automatic lines while those that are made on orders running into the hundred-thousand-at-a-time class are made on full-automatic lines. For example, the 1-lb. Motor Cup Grease can that is usually run in 350,000 lots is produced and packed at the rate of 30,000 cans daily by five girls. The first operator cuts these bodies from a sheet carrying 16 bodies. The second operator feeds the body blank to a body maker that notches, forms

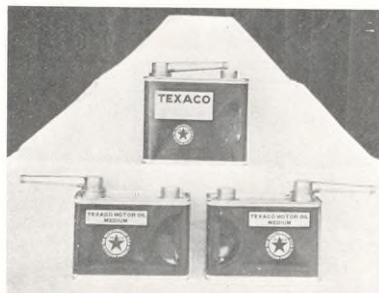
the hook for the side seam, forms the body round, bumps the side seam, and delivers the body to a conveyor leading to the next machine where the body is beaded and flanged. A conveyor connecting from the beader and flanger delivers the body into the double-seamer. The operator of this machine keeps a hopper filled with a stack of bottoms and a turret arrangement feeds the can body and separate bottom to the doubleseaming and curling chucks. On these chucks the bottoms are doubleseamed onto the bodies and the top edge of the bodies curled over into a perfectly rounded edge called a false-wire.

One would think that there would be little call now-a-days for axle grease, but as a matter of fact there are made here thousands and thousands of axle grease boxes and pails. Many galvanized iron flaring pails are made to hold twenty-five pounds of axle grease, the pails making a very handy household article when the grease has been consumed.

Users of Texaco products are familiar with the Texaco Easy Pour can that has been so widely sold but which is being supplanted by the still handier Texaco Handy Grip can. The Handy Grip can was designed to resemble as much as possible the oil can of the engineer. The handy gripping spaces on the side of the can offer handle facilities while the long revolving spout not only may be used as a handle when over the top of the can but will easily reach otherwise inaccessible oiling openings when extended out from the can. This spout



Five Gallon and Specialty Can Plants, Case and Package Division,
Port Arthur Terminal, Port Arthur, Texas.



The indentations on each side of the Handy Grip Can form the grip or handle. The spout, when turned over the top of the can, forms a handle by which the can may be carried. When the spout is turned away from the top the package then handles the same as an engineer's oil can and with it inaccessible parts of any machine can be readily reached.

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is provided with a valve closing arrangement so that when the spout is over the top of the can the oil is closed off and the can may be carried in any position.

The 4-oz. oilers carrying Texaco Home Lubricant are proving good sellers, the plant having manufactured 1,500,000 within recent months. This small package is filled at Port Arthur Terminal while the larger lubricating and grease packages are filled at Port Arthur Works, seaboard terminals, and Lockport Works.

Some thirty-four different styles of packages are used although many like cans are used for many different products with appropriate designating labels for each product.

More than ordinary care is used in the preparation of Texaco products—the thought being ever in mind that a high-class product

must be carried in a first-class package that will fittingly present the goods to the buying public. Every package carries the Red Star and Green T trade mark—known the world over. Every package also carries the wording "High Grade Uniform Quality." The brilliant contrasting colors of Texaco packages always make possible an attractive display that arrests the attention of the passing throng.

Following Texaco around the world means seeing the Red Star and Green T on Texaco packages from Maine to New Mexico, from Washington State to Florida, in Singapore, in Sweden, Buenos Aires, and Brisbane, Rio and Capetown. Wherever you go it's there, carried on the packages that make possible the distribution of Texaco products to every corner of the globe.



Main Street, Indianola, Texas, 1874



Main Street, Indianola, Texas, 1874

These views, taken the year before the first destructive storm, were received too late to be shown last month in connection with the Christmas story. They are given now because of the interest in such authentic photographs, now very difficult to find. For these we thank Dr. L. C. Kleinecke, Cuero, Texas.



This old stage coach, the "Genl. Sam Houston," was running between Austin and San Antonio at the time of the Christmas story in last month's issue, and for years afterwards. The photograph of the dismantled vehicle here reproduced was taken as it stood in a back yard in Austin before being finally destroyed, and was presented to the State Library by Mr. N. M. Wilcox of Austin. For use of the photograph we thank Miss Mable H. Brooks of the State Library.

CRUDE OIL PRICES AT WELL

December 31, 1924

No change from November 30 except Pennsylvania advanced 25 cents, making Bradford \$3.10 and Other Penna. \$3.00.

That which ordinary men are fit for, I am qualified in; and the best of me is diligence.

—Shakespeare.

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Tampico—View from Panuco River

Tampico and Mexican Oil

C. W. PARDO, The Texas Company of Mexico, S. A.

Some of us who have lived in and about Tampico for several years have seen a sleepy old seaport town, little more than a village, grow into a modern city of approximately 125,000 people—a growth dating from the beginning of the rapid development of the oil industry centering at this port as a distributing point for export.

Yet with all this wonderful growth in population there has not been established a single manufacturing industry of importance, outside of such as are directly connected with the prompt and economical handling of the oil and the natural increase in freight movement through the port incident to the rapid increase in population. A population entirely dependent on one industry. A top-heavy city whose people have failed to take advantage of the opportunity to encourage the establishment of diversified industries to support such a population after the oil boom shall have passed.

The future of the oil production in Mexico is a question which is susceptible of much speculation and guesswork. While a prediction is not always a guess, yet a successful guess is generally given as much credit as if it had been based on shrewd business or scientific calculation.

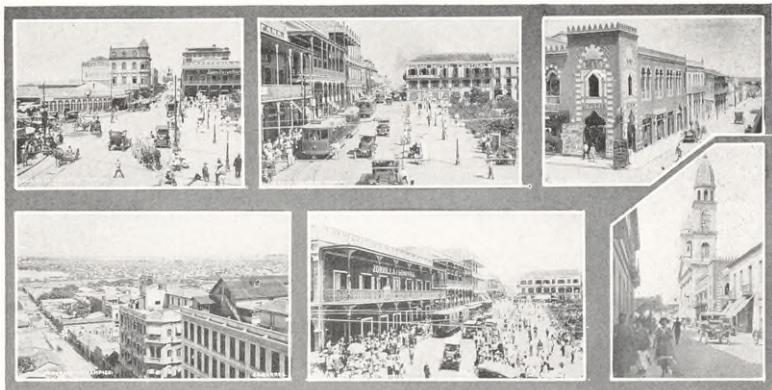
Optimistic guessers continue to claim that oil production in Mexico has a wonderful future, notwithstanding the nearly two and a

quarter billions of barrels already yielded by the Tampico fields, and the steady decline in production of those fields during the last three years.

The first commercial production of Mexican oil of which the world took notice was in 1901, when the total amount produced was 10,345 barrels. In 1905 the development of this production had reached 251,250 barrels, while in the succeeding five years the figures climbed to 3,634,080 barrels. In 1915 the total production was 32,000,000 barrels in round numbers, and in 1920 the total reached the respectable figure of 163,540,000 barrels. The peak of production was registered in 1921 with a total of 194,755,712 barrels according to official figures published by the Mexican Government. The following year showed a decrease of approximately 10,000,000 barrels, and in the year 1923 the total production fell to 149,340,383 barrels. At the time this is being written the total figures for the year 1924 are not available, but a careful estimate places the probable total production of the entire Republic for the year at 140,000,000 barrels.

This falling off in production does not appear to be due to a decrease in exploitation, as a review of the drilling operations since 1921 will show. The total number of wells drilled in 1921 was 348, of which 172 were reported as producers. During the year 1922 there were

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Street scenes in Tampico with bird's-eye view of one corner of the city

completed 276 wells resulting in 147 producers, while for the year 1923 there were completed 512 wells of which 241 were productive. From figures available at this time, the drilling operations for the year 1924 will comprise 723 wells of which approximately 240 should be productive. Of course these 1924 figures are not complete, but I believe they are closely approximate.

In tabulating the number of wells drilled in as producers, this statement does not attempt to designate the production of each well, as it is known that many wells, especially during the last two years, have gone on the record as productive which were very short lived, and in many instances the production obtained did not pay for the expense of drilling.

No attempt is being made in this communication to single out the operations of any one company in Mexico. All have been affected in proportion to their holdings and the development of their properties during that period. The tendency has been a decrease, due to encroachment of salt water in all proved territory. Many drilling operations of the year 1924, of large companies as well as of smaller operators and individuals, have resulted in skimmers of small production and short life.

Figures will not lie, unless they are put down wrong, and available data shows that production has been steadily on the decrease in Mexico since 1921. It is a well known fact also, that many companies have curtailed their operations to the extent of closing terminals,

loading stations, and pumping plants because of decline in production; and there has been a disinclination among the larger operators to enter into extensive exploration or exploitation in unproved or prospective territory. This is doubtless due to a large extent to the uncertainty of the attitude of the Mexican Government toward the oil industry and also in some measure to large potential production in the United States and continued low prices of oils.

But for Tampico, in the eventuality of the exhaustion of the tributary oil fields, there exists a source of unfailing wealth which has not been touched. Along the rivers and across the rich valleys tributary to the port of Tampico, is the foundation of a rich empire. An empire of the future, to be composed of experienced farmers to whom steady toil in this land of perpetual summer will yield the fullest success, whose possessions will be fields of waving corn, and pastures in which blooded stock can live through the entire year in the open, browsing upon the succulent grasses which the frosts of winter do not retard nor kill; where the olfactory senses will be greeted with the sweet odor of orange blossoms while the eye is regaled with the vision of fruits in all stages of development; where in the gentle breeze will wave the rank green of the sugar cane while hard by the tobacco catches the aroma of the rains.

Mexico has been named the land of "manna," and a fleeting vision of what this part of Mexico *might* be in the future, when oil is

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not the game, is not so bold a prediction nor so wild a dream as some may think. Still, judging the future by the past, and learning from the experience by which our "feet are guided," *tomorrow* in this country is at the best a dreamy proposition.

"Tomorrow didst thou say?
Methought I heard Horatio say Tomorrow.

Go to. I will not hear of it. Tomorrow!
It is a period nowhere to be found
In all the hoary registers of time.
"Tis a sharper who stakes his penury
Against thy plenty. Who takes thy ready cash
And pays thee naught but wishes, hopes, and
promises."

Pues quien sabe, Señor?



Fairchild camera plane in the foreground and back of it a Fairchild-Fokker camera plane. These two machines and six others make up the largest commercial aerial photographic squadron in America. Copyright by Fairchild Aerial Surveys, Inc.

Aerial Photographs and Their Uses

Aerial photography is an infant industry. Its growth during the last five years has been remarkable. An aerial photograph combines in one master unit every advantageous feature of a ground photograph, or bird's-eye view drawn by an artist, and a map, and simultaneously eliminates their disadvantages.

There are two types of aerial photographs: the oblique or perspective type, which has become more or less familiar to everyone through the rotogravure sections of our city newspapers, and the vertical. The vertical view is taken with the camera pointed directly down toward the earth's surface and usually in series or overlapping. The oblique view is

usually a single exposure made with the camera pointed at an angle and toward the horizon. The vertical photographs are often referred to as map views because by matching them together an exact picture plan can be obtained showing large areas of the earth's surface. When this compilation or matching is completed and is controlled by a small amount of ground surveying, the resulting picture can surely be called a photographic map.

The success of aerial photography is perhaps due in a great measure to the saving of time. A good picture of a district is a question at the most of hours only from the time of exposure to development; a preliminary recon-

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A study in natural drainage near Decatur, Texas. Date: April 20, 1924. Note the dry sandy bottoms of the arroyos and dark shadows of their steep banks. Also the many small tributary gulches ramifying to the merest rivulets. No map made by human hands is capable of bringing out these details so faithfully or so completely as is done in this aerial photograph. In order to get the full effect of the relief it is necessary to hold this picture so that the shadows will fall away from the source of light nearest to the reader. The scale of this reduced reproduction is about 2/5 feet to one inch. Copyright by Fairchild Aerial Surveys, Inc.

noissance on foot of the same area may mean days or weeks. From the aerial photograph can be deduced the true character of the physiographical features, enabling the topographer to proceed immediately with his survey in a much more expeditious and intelligent way than would otherwise be possible.

The practical applications of aerial photography to modern business are manifold and rapidly increasing. Hydraulic companies are having their watersheds mapped by this method. Nearly all of the large light and power companies have had their transmission line areas mapped from the air. In the East congested areas made up of multiple city groups are being mapped for regional planning. At least three States in the East are taking preliminary steps to secure aerial State maps. These will be used in various ways. From them

the engineer of hydraulics can locate potential power sites and figure and develop power. The Forestry Department can read the maps and locate fire towers, and apportion ranger patrol. Denuded areas, where acres of stumps and dried brook beds cry for re-forestation, can be easily recognized. State Highway Departments will be able intelligently to plan their main arteries. From these maps the Agricultural Department can have a bird's-eye view of the percentage of land under cultivation, can mark the waste lands for reclamation, and plan for maximum agricultural efficiency for the entire State. Water supply problems will be solved by the unerring location of future reservoirs. In the city or town, each city department can fit the aerial map to its need. The department of Schools is helped in locating schools to serve the increasing population. The

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Golden Lane, Mexia, Texas. Date April 1923. Copyright by Fairchild Aerial Surveys, Inc.

problem of traffic becomes simplified. The Department of Streets and Highways can readily see where main arteries of travel need to be widened, determine logical methods of parking cars, locate advantageous sites for new streets, and can tell without visiting the locality whether or not the property value makes condemnation prohibitive. The factors of improvement which have increased the value of a citizen's property can be shown beyond argument by the Board of Assessors. The City Planning and Zoning Board can do their



Standard Oil Sugar Creek plant, Independence, Missouri. Date July 1923. Copyright by Fairchild Aerial Surveys, Inc.

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Powell Oil Field, Corsicana, Texas. Date April 18, 1924. Copyright by Fairchild Aerial Surveys, Inc.

work rapidly and intelligently because all the factors bearing upon their problems are registered photographically and to scale covering the entire city. The Police, Fire, Water, and Sewer Departments find the map of value in their respective studies. The City Engineer can use it to explain projects and thus save a lot of field work. In a map made from the air a tree shows as a tree, a curbstone as a curbstone, a church as a church. Gas, electric, and telephone companies find these maps of great value in their problems of distribution.

The founder of this new industry is a young man still under thirty, Sherman M. Fairchild,

President of the Aerial Camera Company which bears his name. Mr. Fairchild invented the aerial camera with which the huge air map of Greater New York was taken. This map covered an area of 625 square miles and was the greatest aerial map of a city ever made. It was a Fairchild "six-mile" camera which took the remarkable picture of Dayton, Ohio, on a single plate. The area covered was 19 square miles and the height at which this picture was taken was almost six miles—a world's record photograph. Mr. Fairchild prophesies even greater development during the next few years.

In an article entitled "Measuring Mass Buying Habits by Probing the Individual" in the December 17 issue of *Advertising and Selling* *Fortnightly*, Mr. Harry Tipper remarks: "Gasoline is the smallest bill which the motorist pays, yet there is nothing which commands so much public attention or so much of the attention of the individual as a change in the price of gasoline. The automobile may change

its price enough to pay for three seasons of gasoline and it requires no justification, whereas the entire public attention is focused upon a change in the gasoline price which means \$5 more per year."

Most of our industrial troubles are caused by workers who do not think and thinkers who do not work.

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Time

H. W. DODGE, Manager Sales Department Western Territory

On several occasions when I have asked employees why a given task was not accomplished I have been told, "I did not have time to do it." In ninety out of every hundred cases the employe giving such an answer has misstated the reason.

If I said to the employe that his excuse, "lack of time," was misstating the truth, he would be offended. Yet this is a fact. Time we all have, and in abundance. We have more of it than any other thing in life. Every waking moment is potential with accomplishment. There is no one but who has ample time to do everything he should do. A five minute earlier arrival or later departure than your accustomed time will in many instances dispose of important matters delayed for "lack of time." It is an old adage that "to get a thing done, ask a busy man to do it." I reiterate, therefore, it is not lack of time that causes most of our delays.

If, then, we do have ample time, what is the cause for most of our delays? If our employe had been absolutely truthful he would have said, "I haven't completed that task because I had other duties I preferred to do instead." And there you have the reason. All of us, during employment, are urged to perform by two instincts—one duty the other happiness. The happiness instinct with most of us outweighs the duty impulse. We do the things we like to do first, and postpone the less likable things. It is the old law of "diminishing return of satisfaction" guiding us and we blindly follow its appeal. If our postponement considered the time element for promptness, along with the happiness instinct, and made the proper coördination, there would be no delay. More often we postpone solely because there are other things we had rather do. The time element is lost sight of. But it should be clearly remembered that by postponement we have made a conscious choice of duties. We are chargeable with purposely giving priority to other tasks. We can not claim lack of time for our delay, rather we should say we preferred to do other things. Our inefficiencies, therefore, lie in the failure to subordinate the happiness and duty instincts to the time elements involved.

Knowing the causes of delay, the solution is easy. First, we should approach all tasks

with the thought of doing each thing promptly regardless how pleasant or unpleasant the doing may be. Having assured this state of mind, the final step is a proper selection of our tasks in relation to the whole, based on the time element peculiar to each task.

Promptness is a flexible term. It varies in its time limits from minutes to a lifetime. Each task has its own separate time sphere. If accomplished within that time zone the result is promptness. Let me illustrate. Suppose, as you sit at your desk tomorrow, you face an accumulation of mail matter, telegrams, catalogues, a golf magazine, *etc.* Just as you take your seat the phone rings. You answer it. You next assemble the telegrams and handle them. With these out of the way, you sketch through your mail. If the total was too large to dispose of during the day you would postpone handling certain items. But you would handle today those letters requiring prompt attention. Here we have illustrated four phases of time control. We have handled each item within the time element to be called prompt. If, instead of answering the phone, you had begun reading the golf magazine, you would have delayed all the remaining duties and given priority to an unimportant one. The illustration is extreme. Perhaps in routine mail and accounting the time element is not so clearly discernible. Hence the need for a moment's analysis. You will discover on investigation that each task, each telegram, each file, each decision to be made, has its time element for promptness. Having hastily ascertained this, many tasks can be postponed to be called up later and still be handled within the prompt zone.

Promptness, then, can be secured in all things:

First: By a state of mind, *i. e.*, coördinating the happiness and duty instincts with the time elements involved.

Second: By a method of procedure, *i. e.*, analysis, selection, and action for each task within its own prompt time zone.

In conclusion let me suggest, before you offer or accept "lack of time" as an excuse, that you ask yourself two questions:

First: In all the time that has elapsed since I was told or felt this task should be accomplished, has there really been no time to do it?

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Second: Has there been no other task completed whose time limit was longer which might have been replaced with this and yet both tasks have been handled promptly?

If you can answer the first question in the

negative, you will find a stumbling block in the second.

Lack of time is a myth. We have all the time we need to do everything which should be done and do it promptly.

Tact

GEORGE W. VOS, Superintendent Advertising Division

It appears to be difficult to define tact or explain it without making some definition between *tact* and *politeness*. So I will begin by saying that while politeness may be only the formal adherence to the social customs of the time and place, tact is a certain transcendent quality that springs from the finer feelings. And the derivation of the word bears me out. It comes from the Latin *tactus*, or touch. Hence, tact is the "right touch." Or remembering the word *tactile*, which means relating to the sense of touch or feeling, we can see by figurative derivation how tact is related to the feelings.

One definition of tact is an intuitive appreciation of what is right and proper.

Intuitive implies that tact is natural and that it may and does often reside in the lowly and uncultivated, by instinct, coming from a natural goodness of heart. Or, it may be manifested under culture through the development of the social sense of what is right and proper.

In any discussion of tact most of us are apt to give examples of tactlessness to show how detrimental is the lack of this beautiful quality. And this shows by contrast how natural is the flow of tact.

In other words, the practice of tact is so smooth, so proper, so right, like a good and faithful servant often we fail to notice it, or, at least, we accept it without comment.

It is something like the genial glow of the sun. In the words of the popular song, "We never miss the sunshine until the shadows fall." We don't appreciate tact until we are confronted with its opposite.

Because tact is so intuitive, some of the worst examples of its lack are found in the cleverest or over-cultured people. It is their very cleverness that leads them to do and say the cutting things that pass for wit. Someone said of Oscar Wilde that he would be willing to sacrifice a friend for an epigram. You all

have clever acquaintances who will risk a companion's feelings to gain an easy laugh. In other words, tact will win and hold friends where talent may lose them. Many business men with only ordinary intellectual endowment have won to high place through tact. And educators, ministers, statesmen, and other leaders have won and held large followings chiefly by means of their unfailing tact.

And who does not know the hostess in whose home everyone feels at ease? She may not be cultured or educated. She may be an indifferent bridge player, and her hospitality may not be sumptuous. She may not be aware of the latest novel, or versed in the newest fad; but she has a talisman that attracts all to her. Her charm is tact. She seems to act as a catalytic agent. She can bring together diverse social groups, and through her very presence always brings about favorable and friendly reactions. And all because of her tact.

In Lytton Strachey's Essay on Cardinal Manning the author says he always had "the right word—or the right silence." The author meant this in a cynical sense, because he tried to picture the constant, devious, political machinations of the Cardinal. He implies that this right word and this right silence came from a cold scheming intellectual process of self advancement and not from the well-springs of a good and generous spirit. That, however, is not pertinent here. But I submit that, beginning with the postulate of a good heart, tact is best illustrated by the right word and the right silence; for in the things we overlook as well as in what we say, we demonstrate our tact.

Nature seems to exist for the excellent. The world is upheld by the veracity of good men; they make the earth wholesome.

—Emerson.

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LAW CURRENT

Rob't A. John

"A baseball game is not a nuisance per se."
Riffey v. Rush, 199 N. W., 523.

Massachusetts Trusts.—It has been held that a Massachusetts Trust is really a trust, or what the law calls a "pure trust," when the trust estate is managed and controlled by the trustee, but if the trustee is managed and controlled by the certificate holders it is a co-partnership. *Hecht v. Malley*, 44 Sup. Ct. Rep., 462.

Forfeiture of Lease.—Citing *Grubb v. McAfee*, 212 S. W., 464, as leading authority, the Court of Civil Appeals of Texas says: "The law is now well settled in Texas that an oil and gas lease like the one in this suit may be canceled for breach of its implied covenant to reasonably develop the leased premises for oil and gas."

The McAfee and Grubb case appears to be precisely *contra* to the above quoted principle. *Cox v. Sinclair Gulf Oil Co.*, 265 S.W. (Tex.), 197.

Life Insurance—Bankrupt.—It is held by the Wisconsin Supreme Court that an insolvent husband may take a part of his wages and pay the premiums on his life insurance policy, payable to his wife as beneficiary, without perpetrating a legal fraud on his creditors. *Ross v. Minnesota Mutual Life Ins. Co.*, 191 N. W., 428.

Inheritance Tax.—The Wisconsin inheritance tax had been held to be an excise and not a property tax. The Wisconsin statute contains a provision that a gift of any substantial part of donor's estate made within six years of the date of his death was to be deemed conclusively a gift "made in contemplation of death," and, therefore, subject in donee's hands to an inheritance tax.

The contention was that by reason of the uncertainty of the time of a person's death at the date of a gift, that whether the same would ever be taxable was a question of doubt, and, therefore, that the law was void because of its uncertainty.

The Supreme Court of Wisconsin, using the phrase "life and law are full of uncertainties," upheld the State's contention that if death does ensue within six years of the gift, that the gift becomes one that was made in contemplation of death and must be taxed. *In Re Schlesinger's Estate*, 199 N. W., 951.

Sunday Law—Carbon Black.—In the manufacture of carbon black the quality of the product is affected by the shutting down of the factory; or, in other words, to get efficient results the factory must be continuously operated.

The Kentucky Court of Appeals has held that such comes within the rule of a work of necessity, and, therefore, is not a violation of the Sunday laws of that State. This follows the general rule that a work of necessity does not mean a "physical and absolute necessity," and that what constitutes a work of necessity must be flexibly applied in each particular circumstance, according to the changing conditions of civilization. *Natural Gas Products Co. v. Thurman*, 265 S. W. (Ky.), 475.

Delegating Legislative Power.—The Legislature of the State of Oregon delegated to the Game Commissioner of that State the discretion to declare a closed season as to particular kind of game, an open season, and *vice versa*, whenever, in his judgment, he believed that the necessity required.

The Supreme Court of that State, in the case of *Winslow v. Fleischner*, 228 Pac., 101, holds that this is a delegation of legislative authority, and for that reason the law is unconstitutional and void. In other words, the acts of discretion to be exercised by the Game Commissioner were, in their nature, purely legislative, and it was the function of the Legislature to control them, without authority, under the constitution, to delegate its discretion to anyone else.

Foreign Law—Jurisdiction Over the Person.—A suit was brought in the United States District Court, San Antonio, Texas, by Burton against Roos *et al.*, including The Texas Company of Mexico. The contest was over an accounting to Edwin Roos of an undivided three-eighths interest in oil lands located in the Republic of Mexico and operated by The Texas Company of Mexico. The divorced wife of Edwin Roos, Mrs. Clara Carter Roos, intervened in the case, claiming an undivided one-half of whatever it might be determined was the share of Edwin Roos, and claiming that she was entitled to the same as a part of their community estate. The funds claimed to be due had been turned into the treasury of this court by The Texas Company of Mexico. Jurisdiction was denied the intervenor, Mrs. Clara Carter Roos, by the trial court.

The Circuit Court of Appeals has reversed and remanded the case, holding that, having

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jurisdiction over the persons of the different parties to the suit and the funds arising out of the Mexican properties being in the treasury of the court, the court has the power to distribute the same, "although in doing so it becomes necessary to construe the laws of a

foreign country." Indeed, if necessary, the court has jurisdiction to direct a conveyance by the parties of the leasehold interest to the properties lying in Mexico, acting upon the parties *in personam*.—*Clara Carter Roos v. Edwin Roos et al.* . . . Fed. Rep. . . .

Station Prizes

Because of the fact that the December issue of the *Star* went to press earlier than usual, it was necessary to withhold publication of the results of the station prize competition for the third quarter until this issue. The cash prize winners, however, have heretofore been advised of their success and distribution of the prize money has been made.

The results for the third quarter are listed below.

Bulk Stations

Atlanta District

Columbia, S. C.—Agent E. O. Griswold
Dothan, Ala.—Agent W. T. Jones
Selma, Ala.—Agent R. S. Hudson

Dallas District

Chillicothe, Texas—Agent C. R. Higginbotham
Marshall, Texas—Agent W. E. McGilvray
Center, Texas—Agent C. O. Gibson

Florida District

Sanford, Florida—Agent J. W. Jones
Titusville, Florida—Agent J. M. Chick
Orlando, Florida—Agent H. Duggan

Houston District

Kirbyville, Texas—Agent G. R. Reynolds
Eagle Lake, Texas—Agent L. D. Allen
Rockdale, Texas—Agent W. E. Gaither

New Orleans District

Monroe, La.—Agent G. F. Price
Franklin, La.—Agent R. H. Collins
Lake Charles, La.—Agent J. J. Satterlee

Oklahoma District

Holdenville, Okla.—Agent C. M. Hardisty
Miami, Okla.—Agent I. B. Cogdell
Enid, Okla.—Agent A. F. Sullins

Billings District

Helena, Mont.—Agent T. V. Sharp
Cody, Wyo.—Agent H. C. Sanborn
Glasgow, Mont.—Agent P. F. Magruder

Denver District

Grand Junction, Colo.—Agent W. F. Miles
Rock Springs, Wyo.—Agent Norton Lee
North Platte, Neb.—Agent O. R. Robinson

El Paso District

Douglas, Ariz.—Agent J. H. Shapard
Estancia, N. M.—Agent Mat Nidey
Miami, Ariz.—Agent C. W. Van Hook

Omaha District

Mobridge, S. D.—Agent M. Schamber
Auburn, Neb.—Agent L. L. Johnson
Ord, Neb.—Agent O. G. Petty

Spokane—Salt Lake Districts

Coeur d'Alene, Idaho—Agent W. D. Creek
Ephraim, Utah—Agent Harley R. Myers
Spokane, Wash.—Agent B. B. Gable

Boston District

Lakeport, N. H.—Agent G. M. Goodwin
Springfield, Mass.—Agent R. R. Kibbe
White River Junction, Vt.—Agent F. J. B. Vincent

New York District

Cooperstown, N. Y.—Agent H. L. Van Valkenburg
Chatham, N. Y.—Agent E. G. Simmons
Middletown, N. Y.—Agent G. W. Pitts

Philadelphia District

Reading, Pa.—Agent C. F. Smith
Malvern, Pa.—Agent W. H. Glendenin
Annapolis, Md.—Agent V. T. Linton

Norfolk District

Berkley, Va.—Agent J. H. Watson
Roanoke, Va.—Agent R. M. Schulken
Louisburg, N. C.—Agent S. C. Foster

Chicago—Pittsburgh Districts

Rockford, Ill.—Agent C. M. Westcott
Chicago, Ill., Kingsbury St.—Agent W. L. Cole
Minneapolis—St. Paul, Minn.—Agent J. L. Bero

Filling Stations

Atlanta District

Lagrange, Ga. F. S. No. 1—Agent J. C. Hogg
Valdosta, Ga. F. S. No. 1—Agent B. S. Lineberger
Waycross, Ga. F. S. No. 1—Agent C. E. Lamson

Dallas District

Dallas, Texas F. S. No. 10—Agent J. R. Davis
Dallas, Texas F. S. No. 3—Agent Muri Saunders
Waco, Texas F. S. No. 2—Agent J. S. Lindsey

Florida District

No award

Houston District

No award

New Orleans District

No award

Oklahoma District

Hot Springs, Ark. F. S. No. 2—Agent F. H. Byrum

Philadelphia—Boston—Chicago Districts

No award

New York District

Montclair, N. J. Filling Station—Agent H. A. Shipman
Brooklyn, N. Y. Filling Station, Lefferts and Washington Aves.—Agent P. V. Bacon
Brooklyn, N. Y. Filling Station, 4th Ave. and 3rd St.—Agent A. J. Alsop

Denver—Omaha—El Paso—Salt Lake—Billings Districts

No award

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

REFINING DEPT. On the second day of the new year all hearts were saddened by news of the sudden death at Casper, Wyoming, of F. B. Capen, Superintendent of our Casper Works. He was stricken with pneumonia in the night of December 28 and died at 4 a. m. January 2. He had just returned from Houston, Texas, where he attended a meeting of the Refining Committee. The sense of our loss deepens as the days pass.

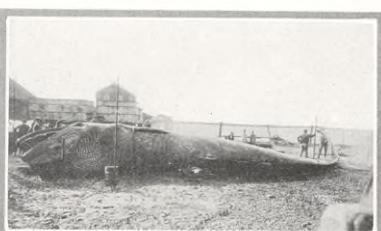
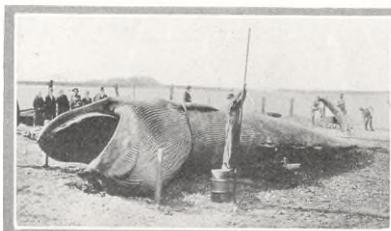
On January 5, mourners left Casper with the body which will be interred at Bridgeport, Connecticut, on January 9.

Frederick Bruggerhof Capen was born in New York City March 25, 1891. He attended the Stanford High School 1915-9, and Yale University (course in mechanical engineering) 1909-12. He entered the service of The Texas Company at Port Arthur Works on September 9, 1912, as Mechanical Engineer helper; was promoted to Mechanical Engineer, July 10, 1913; to Fuel Engineer, July 1, 1915; to Efficiency Engineer, March 20, 1917; to Superintendent Casper Works, June 27, 1922. He is survived by his wife and little son, his parents, Mr. and Mrs. W. N. Capen of New York, and his sister, Mrs. John H. Lapham of San Antonio, Texas. Mr. John H. Lapham is a member of the Board of Directors of The Texas Company, and Mr. W. N. Capen is a Vice President, Special for stock transfers. Our heartfelt sympathy is extended to the bereaved family.

WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF DECEMBER 1924

Refined—Coastwise.....	1,390,953 bbls.
Refined—Foreign.....	474,676 bbls.
	1,865,629 bbls.
Crude—Coastwise.....	417,390 bbls.
Total.....	2,283,019 bbls.

MARINE DEPT. On December 4, 1924, at 7 a. m., while on voyage from Norfolk to Port Arthur, our S. S. *Shenandoah* sighted the four-masted Schooner *Rachel W. Stevens* in Lat. $34^{\circ} 12' N.$, Long. $75^{\circ} 12' W.$ (about 60 miles S. E. of Diamond Shoals). The schooner was on a voyage from Jacksonville to Philadelphia with a cargo of pine



Port Arthur never knows what may be sighted out on its horizon. On November 27 a large whale was sighted in shallow water just off the jetties at Sabine. His pilot fish having deserted him, this huge monster was floundering about on a sand bar. He was captured by Captain J. Gonzales of Sabine, who pressed into service the pilot boat "Florida," the tug boat "Bertha," and Pierton's derrick barge. (The success of the venture was undoubtedly due to the fact that these vessels were all lubricated with Texaco products.) The whale was towed ashore November 29 and died shortly after landing. His weight was estimated at sixty tons and he measured approximately sixty feet in length. For several days after beaching, thousands of people from all sections of the country came to view this sea monster. For this note and the photographs we are indebted to Captain A. A. Nicheson of Port Arthur Works.

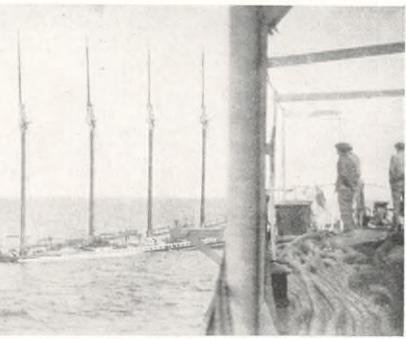
The TEXACO STAR

boards, and, having become water-logged in a storm, had been abandoned by her crew. A lifeboat with Chief Officer and four seamen put out and visited the vessel. A 12-inch hawser was made fast to the schooner and the *Shenandoah* turned about and commenced towing her toward Cape Henry, Virginia. The hawser parted and two 8-inch lines were run to the schooner and towing was resumed.

On December 5, at

12:30 p. m., the Coast Guard Cutter *Mascoutin*, which had been summoned by radio, answered and relieved the *Shenandoah* of the schooner in Lat. $35^{\circ} 33'$ N., Long. $74^{\circ} 50'$ W. (40 miles N. E. of Diamond Shoals), and towed the *Rachel W. Stevens* to Norfolk.

TREASURY DEPT. New York Off.—The return of Messrs. Lindeman and Merlis from their trip to the South has given rise to such comment on the "pink of their condition," both physical and mental, that we really must congratulate our Southern brothers on the excellence of their hospitality.



Salvage of an abandoned schooner

In this statement we are heartily joined by the travelers themselves, who also wish to express their appreciation of the thoroughness with which the producing and refining ends of our industry were explained.

SALES DEPT. Houston District.—
S. TERRITORY Alpine, Texas Station opened October 1, and Agent Keefer has already shown what he can do.

Waelder, Texas Station was opened December 8, Agent G. H. Nitschman. The first invoice at this station covered 15 drums of



High Lonesome Ranch

On the brow of the Rim Rock of the Big Bend District 40 miles south of Marfa. Manager Roy Cleveland is at the right with his Chief Engineer "Santiago" operating a Dodge motor for pumping water. Without rain and little wind for months it became necessary to install a pump. As the well is 500 feet deep and good for only $5\frac{1}{2}$ gallons per minute it is run in second gear. This motor has been running day and night, with the exception of 23 hours not due to the motor, all the time in second gear. This record has been made with Texaco exclusively, Texaco gasoline as fuel, Motor Oil Heavy in crank case, a mixture of Crater Compound and No. 3 Cup Grease in the transmission. Mr. Cleveland is running two other motors, as it takes 17,000 gallons of water a day to supply the 3,000 cattle he is carrying on the ranch. In this day of non-stop and endurance tests this achievement of Texaco Products should be of interest.

The TEXACO STAR



Marine Sales Division.—1. Italian S. S. "Valentino Coda" belonging to Soc. An. Parodi & Corrado, Genoa, Italy. This vessel and other vessels of the same line have long enjoyed successful lubrication with Texaco Marine Lubricants. 2. At the left are Captain B. Schiaffino and Chief Engineer Italio Bruzzuna of the Italian S. S. "Valentino Coda." These two gentlemen give the highest praise to Texaco marine products and service. 3. Chief Engineer Lampert on board the American Steamer "City of Freeport" belonging to the Tankers Corporation, N. Y. This vessel is equipped with Westinghouse geared steam turbines. Texaco Marine Turbine Oils have given entire satisfaction. 4. Chief Engineer H. Biunks of the Dutch Steamship "Wieldrecht" of the Van Ommeron Corporation, Amsterdam, Holland. Mr. Biunks gives unstinted praise to the efficiency of Texaco Marine Lubricants. 5. Italian Steamer "Brento" belonging to Alberto Rasasco, Genoa, Italy. Captain Recagno is Master and Sr. Semeno is Chief Engineer. This vessel was recently supplied with Texaco Marine Cylinder Oil at Pensacola, Fla.

Texaco Motor Oils sold on Schedule C. This augurs well for the future.

Dallas District.—Superintendent Carroll and Assistant Superintendents Leach and Abraham report the meeting of the American Petroleum Institute at Fort Worth, December 9-11, very interesting and profitable. They particularly enjoyed the address by President Amos L. Beatty.

Mr. Arthur Kuchenbäcker and Miss Sophia Phil were married November 15. Mr. Kuchenbäcker is Cashier at Dallas Station. This happy couple have our congratulations and best wishes.

Oklahoma District.—The high mark, thus far, in the verification campaign has been attained by Special Agent E. F. Underwood and his live wire Agents in Zone No. 10. Ed has all the stations in his Zone verified, and Agent E. G. Burge verified every account at Waurika Station by collection. Special Agents Crane, Smith, Thomas, and Dryden are running neck and neck, with only one or two accounts to verify, but when the mails arrive we feel certain these Special Agents will have 100%. Oh! there is no doubt about our making it, our motto is "It Can Be Done" and all the boys in the Oklahoma District are true believers.

The TEXACO STAR

Last month we warned Agent Wallace of Tulsa Station and Agent Proctor of Little Rock to watch out for Agent Ware of Oklahoma City, as he was on their trail to beat them for total gallonage. Allow us to introduce the new leader of the District, Oklahoma City Station. We're proud of it, for it took hard toil, long hours, and considerable head work to accomplish this end. Agent Ware won a \$6 hat from Salesman Charles Burnham of Tulsa, and we'll say it was a fair bet honestly won. And on top of this we've been informed that Oklahoma City Station will beat November figures this month by ten or fifteen thousand gallons. Congratulations, Oklahoma City; it's the first time in years your Station has been the leader for the District and you deserve this word of praise.

There must be some hidden attraction in the State of Texas for former residents. Superintendent Daniel and family left Oklahoma City on the coldest day Oklahoma has seen in ten years, bound for Waco, Texas. Betting was hot that their car would never make it, but Texaco gas and oil took them right along and they arrived without accident and spent Christmas with friends and relatives.

New Orleans District.—Stations attaining 100% in collections during November were: Boyle, Columbia, Corinth, Philadelphia, Yazoo City. Those ranging from 99% to 90%: Logansport, Bunkie, Union, Vicksburg, Vinton, Opelousas, McComb, Magee, Anguilla, Lecompte, Meridian, Rosedale, Belmont.

Special Agent G. F. Price and his efficient force at Monroe, La. Station were the successful contenders for first prize during the third quarter of 1924. These boys worked hard and well, and are to be commended. The employes at Franklin and Lake Charles Stations deserve favorable comment, as their efforts resulted in their stations attaining second and third places, respectively.

Salesman B. J. Capella, New Orleans, is jubilant since the advent of Dorothy Mae Capella on this sphere. She arrived November 26.

Atlanta District.—With profound sorrow we record the passing away, after an illness lasting several months, of the beloved wife of Special Agent H. P. Hawkins, Athens, Ga. territory. Prior to her marriage Mrs. Hawkins was Miss Virginia Herbert, daughter of Captain and Mrs. Thos. Herbert of Montgomery, Ala. We extend heartfelt sympathy to our dear friend, and trust the Infinite will



LaGrange, Ga. A. F. S. No. 1

One of the most attractive Truscon steel filling stations in the Atlanta District, enjoying a very nice business.

lend him strength to bear his weighty burden.

Agent S. N. Mays and wife, of Anderson, S. C., have been blessed with the arrival, on Nov. 22, of a 9½-lb. boy.

Agent Hughey Tindal, Camden, S. C., will doubtless increase his chest expansion since the birth, on Nov. 23, of Hughey Tindal, Jr.

Special Agent R. T. Stephens, Waycross, Ga. territory, has been granted a leave of absence effective December 13, on which date he and Miss Gladys Bunn of Waycross made reciprocal promises to love, cherish, honor, and obey. Evidently this pair have no superstition as to the thirteenth. After the ceremony the couple left by boat for New York. They will be at home to their friends January 1.

Florida District.—Heavy increase in business has made it necessary to add to our D. O. accounting force, and we welcome the transfer to this work from Atlanta District of Mrs. M. R. Davis and R. V. Allen.

We are glad to announce that Engineer Salesman P. R. Smith is now able to be up, after a prolonged sickness. During Mr. Smith's illness we had numerous inquiries from superintendents, managers, and chief engineers of sawmills and industrial plants wanting to know where Pete was. After being informed of his sickness their interest grew keener; at every opportunity they asked how he was progressing. Mr. Smith's friends are numbered by his acquaintances. We hope he will soon regain his "war time" strength.

We extend sympathy to Mrs. L. L. Haynie, of the D. O., for the loss of her father on November 29; and to O. E. Clewis, also of the D. O., for death of his father on November 30.

The TEXACO STAR

SALES DEPT.

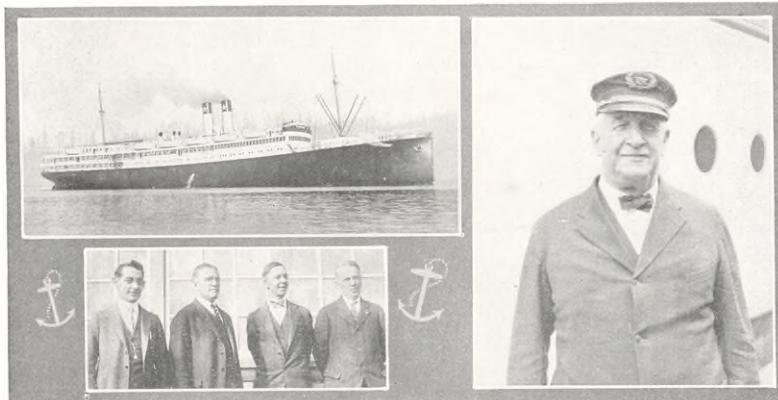
W. TERRITORY

Denver District.—We welcome to our organization P. C. Bogart, formerly of Casper Refinery, as commission agent at Trinidad, Colorado, and feel sure that business there will boom more than ever.

Congratulations to Mr. and Mrs. A. D. White upon a baby girl, Virginia, born Dec. 11. Mr. White is Cashier of Denver District.

Mr. Brown, whose father is agent at Montrose, Colorado, paid us a visit on December 20, and all of us enjoyed it very much. Come again, Mr. Brown, and bring your Dad with you next time.

We were all shocked to learn of the death of our valued customer, R. W. Epley of Lyons, Colorado, on December 10. Our deep sympathy is extended to friends and relatives.



Marine Sales Division—The S. S. "Bienville"

When the new steamship *Bienville* sailed from the builders yards at Tacoma for New York, the vessel was 100% Texaco equipped. All the main machinery, deck and steering gear, and points where the various oils and greases manufactured by The Texas Company were required, were on this ship. It goes without saying that the *Bienville* underwent dock and general trials without the least trouble to bearings. Built to make 15½ knots an hour, she developed 16 knots an hour, running light on the trial trip.

The *Bienville*, built by the Todd Dry Dock & Construction Corporation yards at Tacoma, is declared by those having the vessel in charge to be the finest built ship in marine fitting and furnishing under the American flag in the coastal trade. The vessel is owned by the Southern Pacific S. S. Company and was designed to ply between New York and New Orleans. Captain Charles P. Maxson will command the ship and have with him E. J. Worrel as Chief Engineer.

The *Bienville* is 445' long and 57' beam, with accommodations for 237 first class and 111 steerage passengers, besides having a large freight carrying capacity. The power is provided by one set of turbines driving a single screw on a double reduction gear which gives the vessel a speed of 16 knots an hour. The vessel was launched July 16, 1924, and sponsored by Miss Dorothy Maxson, daughter of Captain Maxson. She sailed from Puget Sound on her maiden voyage in the latter part of November.

When the ship sailed she had in the Texaco line of lubricants, furnished by the Allen Lubricating Company, Texaco representatives at Tacoma: Texaco Marine Engine Oil, Texaco Crater Compound for deck winches, Texaco Ursula Oil for the steering engines, Texaco No. 625 Mineral Cylinder Oil, Texaco Marine Turbine Oil Heavy for the turbines, and Marine Dynamo Oil. Not to have any of the Texaco products missing, the vessel was supplied with Texaco Storm Oil, one of the heavy oils, which, it is hoped by the mariners, may never have to be used. This oil is flung out to windward to prevent seas breaking on board the ship in heavy weather. Texaco Storm Oil will do the trick and comes in when safety devices at sea are considered.

Below, left to right: H. R. Ritterson, hull inspector for Southern Pacific S. S. Co.; A. S. Hebble, superintending engineer, S. P. S. S. Co.; E. J. Worrel, Chief Engineer, S. S. *Bienville*; Frederick Mackle, Superintending Hull Construction, Todd Dry Dock & Construction Corporation. At the right: Captain Charles P. Maxson, S. S. *Bienville*.

The TEXACO STAR

Billings District.—Zone Sales Meeting No. 2 was held in the D. O. November 21-22. General Western Manager F. W. Freeman, Manager H. W. Dodge, General Creditman S. R. Knox, and Roofing Representative J. W. Harville from the Territorial Office attended the meeting and participated in the deliberations. An "open forum" discussion brought to light the selling arguments used by our District salesmen in putting Texaco over with the trade. An improvement in field results since the meeting is noticeable and is in large measure due to the constructive criticism, advice, and inspiring counsel of Judge Freeman, Mr. Dodge, and Mr. Knox. We hope to be soon again honored with their presence. With one accord Billings District representatives broadcast the New Year resolution: "Billings District Will Make 1925 Memorable."

Yes S-i-r. It's a won'ful opportunity for somebody to pull the D. O. Bowling Team out of the dumps. They started up like an airplane, but "Oh, what a fall!" A few more games and they'll need a stepladder to get back into the basement. Funny? Yes it is—how in practice games they can average 150 to 200 pins per man and when the crucial moment arrives the average falls to 90 to 130 per man. The ladies of the office are thinking of buying 'em a bottle of Nervine for the next game. Manager Bryan is hopeful and says his team is strong on the finish. Shall we pray?



Nelson Oil Co., Parshall, N. Dakota
Texaco Distributors—where quality meets class.

Spokane District.—We greatly appreciate the good work of the agents of the following stations in achieving 100% collections in November: Bellingham, Wash.; Centralia, Wash.; Nampa, Idaho; Pendleton, Oregon; Rosalia, Wash.

Agent B. B. Gable, Spokane, Wash., won a New Account Contest during the month of November. Agents "Jimmie" Teipner, Lewis-



Correct lubrication important here

The M. A. C. Hoist is a small but powerful gasoline-driven hoisting machine, a product of The Skagit Steel & Iron Works of Sedro-Woolley, Washington. The manufacturers guarantee the satisfactory performance of every M. A. C. Hoist and refund the price if the machine does not perform properly.

Correct lubrication is an important item where such guarantees are made, and, realizing this, the manufacturer makes sure that good lubricant is used. With every hoist leaving the factory is sent a can of Texaco Crater Compound No. 1.

ton, Idaho, and "Jack" Holmes, Idaho Falls, Idaho, won second and third honors respectively. A total of 249 new accounts were opened 116 of which were for Golden Motor Oils.

General Western Manager F. W. Freeman, Manager H. W. Dodge, Department Agent G. W. Schwert, and General Creditman S. R. Knox were November visitors at our D. O. We were glad to see these gentlemen and hope to have the pleasure of another visit soon.

One ton of Thuban Compound through one filling station in a nine months period in a town of 1200 people! That is the record of Robert Petrich's Filling Station, Chewelah, Wash. We think it a wonderfully good one.

Ford Johnson passed the candy and cigars around in the D. O. on December 4. An 8-lb. boy! Congratulations, and best wishes for a long and happy life to young Master Johnson.

Omaha District.—Our D. O. had the pleasure in December of a visit from J. W. Harville of Denver.

C. E. Kinser, Zone No. 7, closed a nice industrial contract recently. Good work Kinser, as the industrial business is most desirable.

L. S. Swanson recently closed an industrial contract. Good work, Swanson. Industrial business is the good, year 'round business.

Agent P. D. Peterson at Miller, South Dakota, reports the arrival of a 9-lb. baby girl on November 13. Congratulations.

The TEXACO STAR

SALES DEPT. N. TERRITORY

Lubricating Division. —It will interest readers of *The Texaco Star* to know that 60% of the 2,672,940,000 passengers carried by electric railways in New York City during the last fiscal year were riding on Texaco lubricants, and that a similar proportion of the enormous number of riders will continue to ride on Texaco lubricants during the year 1925. Of the total trackage 72% is included in the volume of business enjoyed by The Texas Company in New York City.

A recent report by the New York Transit Commission shows:

Travel on electric railways in New York City increased 109,660,000 passengers during the last fiscal year. 40% of all passengers carried in New York ride surface lines. A total of 2,672,940,000 passengers rode electric railways, while buses of all kinds carried about 100,000,000 or less than 4%.

The New York City Board of Transportation, created to get the facts about bus operation, has reported:

Buses cannot always be operated profitably at a 5-cent fare.

Municipal operation and ownership of buses for the present, at least, are not feasible and franchises should be granted private companies.

Better service will be assured by granting franchises to one or more large operating companies than to many smaller ones.

The general questions concerning the use and status of the motor bus are being given constructive attention by the Committee on Publicity of the American Electric Railway Association. The Classification of buses as common carriers and their regulation by State public service commission was recently urged before the National Association of Railroad and Utilities Commissioners by J. N. Shanahan, President, American Electric Railway Association. He spoke as both a bus and railway man, for 155 companies in the Association are operating buses. Coördination of the efforts of electric railways and buses can best be accomplished, he said, by taking these steps:

Legally classifying motor vehicles as common carriers and imposing the same penalties, obligations, and restrictions on them that street railways carry.

Giving preference in the making of transportation extensions to the agency already serving communities regardless of whether it is a street railway or bus line.

Placing regulation of bus lines, both urban and interurban, under public utility commissions and requiring certificates of convenience and necessity.

Empowering commissions to designate what form transportation extensions shall take.

Making suggested legislation uniform in all states in order that interstate business may be handled more expeditiously.

New York District.—Salesman H. B. Gould, New Jersey Territory, has been promoted to Representative, Long Island Territory; Salesman T. J. Farrell, Brooklyn, to Representative, Albany Territory, replacing J. R. Haden who is taking charge of our new Binghamton Territory. We are all glad to hear of these promotions, and wish these boys all success.

It was with deep regret that we learned of the death of the wife of our Supervisor of Structures, Mr. Silas Green, and sympathy is extended by all. Mr. Green and sons wish to convey their hearty appreciation for the floral offerings sent by employes of the District Office and Metropolitan Territory.



The finest Fox Farm in the country

Filling Station of E. Hogle, better known to his friends as "Eddie." Mr. Hogle has the finest fox farm in the country, and is a Texaco booster. He is located in McColloms, N. Y., in the heart of the Adirondacks.

Philadelphia District.—Our new refined station at York, Pa., was opened on December 5 with D. F. Dunkle as Agent. Mr. Dunkle was formerly Agent at Chambersburg, Pa.

Jack Lanahan, Assistant Supervisor of Motor Equipment, is with us again after undergoing an operation, having had his tonsils removed. Jack reports he feels much better from the experience, and seems to be hitting on all six.

It is reported that the only Democrat to be elected in Mercer County, N. J., was our Clerk-Cashier at Trenton, G. J. McCann. He is now known as Judge McCann. Since November 5, the Judge has assumed a very judicial air.

Pittsburgh District.—Real Christmas gifts galore in the Pittsburgh District: Mr. and Mrs. W. E. Batchelder announce the birth of a daughter, Mary Jane, on November 28; Mr. Batchelder is Assistant Chief Accountant at D. O. Mr. and Mrs. Franklin M. Powell, the birth of Franklin M., Jr. on Decem-

The TEXACO STAR

ber 10; Mr. Powell, Sr. is Salesman at Youngstown, O. Mr. and Mrs. Jos. P. Hassett, the birth of a son on November 27; Mr. Hassett is Chauffeur at Pittsburgh Station. Mr. and Mrs. W. B. Hawke, a 9 $\frac{1}{4}$ -lb. boy on December 12; Mr. Hawke is Salesman at Lima, Ohio. Congratulations to all.

Chicago District.—Superintendent S. B. Wright is confined to his bed. We hope the report of pneumonia proves unfounded.

Among D. O. visitors in December we were glad to see Messrs. Beaty, Lufkin, Holmes, Vos, Shipman, and Holmes.

We were all very sorry to learn that former Creditman A. G. Reuter has been placed on Total Disability.

Miss Elsa Janssen, stenographer in D. O., has been persuaded to change her name and address. After December 13 it became Mrs. A. Eickelberg, West Palm Beach, Fla. We extend best wishes. Girls from the D. O. gave her a shower to which many gifts were brought and a fine luncheon taken away.

While the writer was in Detroit recently, Agent W. E. Graham had just finished saying, "Well, I am thankful that nothing can happen in 1925 that has not happened in 1924," when a number of terrific and blinding flashes made everybody in the office try to get out through the door at the same time. The Agent threw up his hands and said, "This is the end, the plant has gone up." It proved upon investigation that both trolley wires outside the fence had fallen into the street. Salesman C. H.



His Last Chance for Texaco

This is a 'snap-shot' of Ray Cordtz, chauffeur at Kingsbury Station, Chicago, for the last twelve years. Recently, on account of his wife's failing health, they were forced to go to California. Mr. Cordtz obtained six months leave of absence, and after that time he intends to return to Chicago.

In a letter telling of his trip to California, which was made by automobile, he says this snap-shot was taken at Ashford, Arizona, the last place where he could get Texaco gasoline. He states that five cars joined them on the way and that by his enthusiasm and salesmanship he had them all using Texaco gasoline. They all got three to five miles more on the gallon and all agreed heartily that it was the best gasoline they had ever used.

Davis proved himself the hero of the occasion by carrying the young ladies who fainted into the office for first aid treatment by "Doctor Bob." The bottle of aromatic spirits of ammonia soon revived those with shaken nerves.

We have been so busy getting and taking New Combination orders that we expect December sales will beat all past records.

Employees at West Pullman Station held their first Get Together Meeting on Saturday, December 6. The offering of prizes by Representative Ruppert to the chauffeur who sold the most Home Lubricant and Coupon Books during the month of December originated the idea of having the meeting. Another meeting on the same order is scheduled for January.

Now that everybody got everything he or she wanted for Christmas, let's all make 1925 better than 1924—*Day by Day in Every Way*.

Norfolk District.—The Sales and the Terminal have combined this season in developing a basket ball team that will be second to none in the race for the Industrial League pennant 24-25. They have already won two out of two games and we are expecting big things from them. The squad is composed of Hippie, Hurley, J. Brennan, Harrison, D. C. Macon, W. Brennan, Randolph; Burlas, Hackett, E. V. Macon, Krick.



Bluefield, W. Va. Station

Rebuilt plant. We were forced to move from old site because of expiration of lease. All facilities were removed in 25 working days and new plant placed in operation.

Miss V. B. Bunting and Mr. Bronic Ray, of Norfolk, were married on November 22. Miss Bunting had been with the Company for seven years and besides being very efficient in her work she was very attractive and popular. She has the best wishes of the entire organization.

The hardest people to satisfy are those who want peace preserved, but war time prices or wages with it.—*St. Paul Pioneer Press*.

The TEXACO STAR

ASPHALT
SALES DEPT. Of course, Texaco Asphalt paving renders an exceptional service in all of the 1,100 cities in which it has been constructed. There are, however, certain municipalities in the country in which it gives *distinguished* service. Tulsa, Okla., is such a city, and to prove this we quote from a letter written by City Engineer Charles Schultz:

"This is to certify that in the year of 1910, the Eureka Paving Company laid an asphalt pavement on Lawton Street, using Texaco Asphalt.

"This pavement carries a very heavy traffic, being on main street approach to Arkansas River Bridge, the only vehicle traffic bridge across the Arkansas River between Tulsa proper and West Tulsa.

"This pavement is in first class condition in every way today. There has been no maintenance cost to date, and from all indications apparent at this time there should be none for years to come.

"We have many miles of excellent Texaco Asphalt pavement in the City of Tulsa, and are highly pleased with this class of pavement."

Speaking of Texaco Asphalt paved cities, Representative "Charlie" Pratt, of Kansas City, wants the world to know that the state of Kansas now boasts 132 cities and towns with Texaco pavements. This gives Kansas second place, Texas having 143 Texaco cities.

In these days of the radio craze, this bit of news is of interest. At Sayville, L. I., the Radio Corporation of America has erected a huge broadcasting station, typical of the largest equipment possible. The antenna of the sta-

tion is held aloft by a series of sky-scraper iron frames, the first and last of which are 9½ miles apart. But, here is the most interesting fact. At the foot of these frames, and running parallel with them for the entire 9½ miles, is a sand clay road which has been made smooth and easy-riding by the use of Texaco Road Oil. The material for this was sold by our Road Oil specialist, A. A. Russell.

Desirous that their Roads and Pavements Committee should have a personnel of high reputation and demonstrated ability, the Illinois Society of Engineers has again selected to serve on this Committee our own Chicago expert, Walter L. Hempelmann.

For fear it might not reach the readers of the *Star* through some other channel, we want to tell you about Miss Margaret Hussernetter of our New York office. She is the lady who recently rolled up a score of 146 on the alleys, putting to rout many who are accustomed to refer to the *weaker* sex. Miss Hussernetter's average for 12 games is 94-7/12.

EXPORT Effective December 1, 1924, our
DEPT. Bombay Office was closed and
the company's business in India
will hereafter be handled by Messrs. Duncan
Stratton & Company as distributors for the
Bombay territory, and Kilburn & Company
as distributors for the Calcutta territory.



Staff of Messrs. K. Rusiklal & Co., agents for The Texas Company at Ahmedabad, India, in front of their godown. H. A. Thomas of New York and Chief Accountant J. F. H. McInerny from Bombay, who were included in the group, are shown with garlands of flowers. The flowers were presented, under an old Hindoo custom, by the wife of the manager of the agency at a luncheon in his home, just before the picture was taken.

The TEXACO STAR



Hail to the Victors!—Texaco Cricket Club of Capetown, South Africa

Standing, left to right: D. H. Coetzee; G. T. Waldeck; G. H. Lewis; W. P. Gillies, Vice-President; P. A. Stanley; D. Walsh; M. P. Loupiser.

Seated: C. L. Davidson; W. E. A. Jupp; J. C. Hinman, President; F. N. Yell, Captain; J. E. Murphy, Vice President; G. R. Jupp, Hon. Sec. & Treas.; R. C. Lovemore.

Reclining: D. A. Price. Left inset: H. D. F. Butler. Right inset: O. V. Gillman.

PIPE LINES Miss Eudie Mamie Stell, telephone operator at Fort Worth, was married on November 22 to Mr. John Lancaster. We extend best wishes.

Miss Carrie Stevens, telephone operator at Houston, was married on December 6 to Mr. Ivan R. Harvey. Congratulations and best wishes.

R. T. Borneman, of the Houston Office, and wife announce the birth, on December 22, of a baby boy: Raymond Troxell Borneman.

On the evening of December 23 the Green Tree Club left Houston on their fourth annual Christmas trip, with two light trucks and three passenger cars heavily loaded with fruit, nuts, candy, and toys, as well as a supply of clothing, for the children in the country forty or fifty miles east of Houston, who, otherwise, would be entirely forgotten by Santa Claus. In addition to the amount subscribed by the Club members, donations were received from employes throughout The Texas Company Building in Houston, making possible the purchase of these supplies. The trip was very successful, but the party experienced considerable hardship from the bad weather and muddy roads. Four hours were required to

pass one stretch of thirteen miles on the main highway between Crosby and Liberty.



Section of the West Columbia-Humble 8" line raised 8 feet from the ground just north of the Turning Basin of the Houston Ship Channel. This was necessary to permit government dredges to fill a 250-acre tract to a height of 10 feet while widening and deepening the Channel. The fill when completed will leave the line buried 2 feet deep. Photographed December 1, 1924.

"Made any New Year's resolutions?"

"Didn't need any."

"How come?"

"Haven't used the ones I made in 1920 yet."

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. Mistakes That Executives Make—What *Not* to Do in Organizing a Business. C. E. Knoepfle.—*Industrial Management*, December 1924.

COMPTRROLLER. Appraisal of Oil and Gas Properties. Roswell H. Johnson, University of Pittsburgh, and Paul Ruedemann, Appraisal Engineer and Geologist, General Manager Thompson & Black, Tulsa.—*National Petroleum News*, December 10, December 17, 1924.

NATURAL GAS. Constructing the World's Longest and Largest Welded Gas Main. Robert G. Skerrett.—*Compressed Air Magazine*, December 1924.

PRODUCING. Control of Gas Pressure Great Factor in Conservation of Oil. S. F. Shaw.—*National Petroleum News*, December 3, 1924.

Plugging, an Aid to the Producer. H. R. Shidel.—*The Oil Trade*, December 1924.

SALES and ADVERTISING. Measuring Mass Buying Habits by Probing the Individual. Harry Tipper.—*Advertising and Selling Fortnightly*, December 17, 1924.

GENERAL. A Platform of Business Principles. By the President of the United States.—*The Nation's Business*, December 1924.

Who Owns the United States?—*The Nation's Business*, December 1924.

Old As the Hills Is State Regulation. James E. Boyle, Professor of Rural Economy, Cornell University.—*The Nation's Business*, December 1924.

The Child Labor Amendment. Senator Duncan U. Fletcher.—*North American Review*, December 1924.

"Hands Off!" Hanford Henderson.—*North American Review*, December 1924.

Changing China. Henry W. Bunn.—*North American Review*, December 1924.

Gigantic Monoliths of Quiragua.—*Pan American Magazine*, November 1924.

Along the Great International Highway of Central America.—*Pan American Magazine*, November 1924.



Eighty-four miles from nearest railroad

Filling station of W. A. Welty, Dubois, Wyoming. This station, 84 miles from the nearest railroad, is on the highway leading from the southern entrance of Yellowstone Park through the Jackson Hole Country, Riverton, and Lander, Wyoming. It is 100% Texaco. The material of which it is constructed is typical of its section of the country. The persons in this picture are not "Sagebrush Dudes" but just the everyday customers. This picture was not staged but was taken with those who happened to be in the place when the photographer appeared on the scene. Note the Teton Range in the background. We believe there is no other filling station in the United States that is as far away from a railroad as this one.

IT IS A GREAT MORAL
DISSERVICE TO DO FOR
EITHER CHILDREN OR AD-
ULTS THE THINGS THEY
OUGHT SELF-RELIANTLY
TO DO FOR THEMSELVES

—*Hanford Henderson*