

# TEXACO STAR

FOR EMPLOYEES OF THE TEXAS COMPANY



TEXACO SHEET ASPHALT PAVEMENT  
Main Street, Houston, Texas — Laid 1913, Photo 1919.



Newark, N. J., May 16, 1919

The Texas Company,  
New York, N. Y.

Gentlemen:

Would you please send me descriptive literature and Steamship Rates to Texas? Could you give me name of place where I could get the names of ranches out in Texas?

Thanking you in advance,

Yours truly,

(Signed) F \_\_\_\_\_, S \_\_\_\_\_.

## *Like a voice from the Past*

**We print the above letter—because of its rarity**

*Yet it is only a few years ago when letters such as this were a common occurrence.*

As a matter of fact, we were frequently asked by mail, and over telephone, whether we had any stock for sale, whether we knew anything about cattle raising, or pecan groves, or any of the numberless resources other than oil, for which the great State of Texas is famous.

This letter reminded us of the old times when so few people outside of the State of Texas knew what The Texas Company stood for, that we thought we would pass it on.

The rapid expansion of our business, our filling stations, our

bulletin boards, our trucks and our "flivvers", and the reputation for quality that is being made by Texaco Products have all helped to fix in the public mind what the Red Star and Green T trademark stands for.

In a modest way we cannot help but believe that the advertising has been of some assistance, but we wish to state that we confidently expect that the advertising in the future will not only inform the American public that The Texas Company makes oils, but that they make GOOD oils, and that they make oils for every purpose.

ADVERTISING DIVISION

## THE TOWN OF MANSOUL

For here lay the excellent wisdom of him that built Mansoul, that the walls could never be broken down nor hurt by the most mighty adverse potentate unless the townsmen gave consent thereto.

—*Bunyan's "Holy War"*

Two hundred years and thirty  
Ere Armageddon came  
His single hand portrayed it,  
And Bunyan was his name!

He mapped, for those who follow,  
The world in which we are—  
'This famous town of Mansoul'  
That takes the Holy War,  
Her true and traitor people,  
The gates along her wall,  
From Eye Gate unto Feel Gate,  
John Bunyan showed them all.

All enemy divisions,  
Recruits of every class,  
And highly-screened positions  
For flame or poison-gas;  
The craft that we call modern,  
The crimes that we call new,  
John Bunyan had 'em typed and filed  
In Sixteen Eighty-two,

Likewise the Lords of Looseness  
That hamper faith and works,  
The Perseverance-Doubters,  
And Present-Comfort shirks,  
With brittle intellectuals  
Who crack beneath a strain—  
John Bunyan met that helpful set  
In Charles the Second's reign.

Emmanuel's vanguard dying  
For right and not for rights,  
My Lord Appollyon lying  
To the State-kept Stockholmites,...  
Their roles, their goals, their naked souls,  
He knew and drew the lot...

The wisdom that he taught us  
Is proven prophecy...,  
Eight blinded generations  
Ere Armageddon came,  
He showed us how to meet it,  
And Bunyan was his name.

—*Rudyard Kipling.*



South Carson Avenue, Tulsa, Okla.—View from Seventh Street  
Texaco Sheet Asphalt laid seven years ago—The picture shows the residences of R. M. McFarland and J. H. Markham, Jr.

# TEXACO STAR

Vol. VI

JUNE 1919

No. 8

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF  
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

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Address: Texaco Star, 401 The Texas Company Building, Houston, Texas

TRUE MEN ought to stand together better than they do, because the mean fellows seem to have signs and passwords." The birth of this aphorism I witnessed as it fell, long ago, from the lips of a friend whose brilliant mind minted epigrams spontaneously. (In print, "mean fellows" must be used as a synonym of the word originally employed.) For twenty-five years I have 'passed on' this very wise saying, as opportunity offered. In half-a-dozen different States men have come up to me in hotel lobbies and taking my hand have repeated the saying, adding, "You don't remember me, but I heard you say that ten years ago and I have never forgotten it."

Never before was there such need as there is now throughout the civilized world, that all true men should realize the importance of the item of life-wisdom expressed in the saying I have quoted.

Collectivists, the levelers, the lovers of uniformity and haters of excellence, seducers of independence, inquisitors of privacy, communists—all generally recognize their own kind at every stage of development; whereas it is the characteristic fault of the courageous man, if he is thoughtless, that he is too ready to stand alone. The "mean fellows" hunt (and vote) in packs; whereas men of independent character often hold too stubbornly to minor differences. If a lonely stag stands in the way of the running pack, they easily pull him down.

The "signs and passwords" of the running-pack breed would help them little, if true men would bethink themselves enough to scent the whelps of the breed at early stages, and to see through the disguise when the wolves don sheep's clothing.

★ ★

When the Socialist leader Debs announced that a general strike of his party

would be called on the day he went to jail, a prominent man remarked: "That would be interesting, because, if Debs were to call out all the Socialists, several of our Government Departments would shut up shop." But far worse than any fact in governmental administration to which this gibe pointed, is the influence of "socialists of the chair" in our institutions of higher education. For this condition, gradually brought to pass during the last fifteen years, college presidents who have been absorbed in advertising, and in getting more money for more advertising, are responsible. The prime responsibility of the president of a university is to nominate suitable men for election to professorships by the governing board. The boards have been secondarily responsible for not holding the presidents accountable for good administration in selecting faculties. If the executive officers of the governing boards investigated the performances and qualities of professors of scientific learning, with half the interest given to selecting football coaches, no men of folly or perverted ethics would have been called to professorial chairs, except those called in later years by men of the same stripe who had climbed into the presidency itself.

When scandals occur, there is always a slush of foolish talk, pro and con, about "freedom of teaching." It appears that many professors in American universities imagine that freedom of teaching should be some sort of official immunity such as that of the Cuban legislators who could not be arrested for any crime whatsoever. Freedom of teaching is not a license or stipulation of any sort; it is a principle, a code of honor, the *freedom* being the other side of a *responsibility*. It would contravene every principle on which universities have been founded to hold that teachers should teach

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only what the majority approves or that investigators should not freely announce what they have found; but academic freedom involves only those things necessary to perform the work and fulfill the high duties of the calling.

A private man is free (at his peril) to advocate communism, "socialization" of women and children, or anarchy; but if a professor chooses such a course the university is under no obligation to support him in leisure for it. It would be more wrong to support a known advocate of sabotage than to keep a convicted pickpocket. What is reasonable in each particular case should be decided by reasonable men who understand the point of honor involved. Few of the men who make the scandals have any honor, or they would not attempt to hold on to dignities and emoluments the sources of which they are trying to destroy.

★ ★

A significant case engaged wide attention last month. A university professor expressed admiration for the Bolshevik leader Lenin as one of the greatest of idealists. In an oblique comparison, he stated that George Washington's honesty was not above reproach, as every student of history knew. The man was finally dismissed by the trustees of the institution and the case would not be worth comment by the present writer, except for certain collateral revelations which deserve thoughtful consideration by men of every calling.

Public discussion in the local newspapers showed prevailing sound impulses, but woe-lack of understanding. Some writers averred that they did not know or care whether the accusation against Washington was true or not, but as it outraged public feeling—etc. From this moral nadir, criticism rose to decent levels; but nowhere did I see evidence of any attempt to understand and state the matter clearly. Everything seems a muddle of *feelings*. This attitude is characteristic of the time, and in it lies the paramount danger to our republic.

In view of the professor's own answer to the charges, there appeared little occasion for the "investigation" or the many "witnesses." It is needful only to judge him out of his own mouth. On the point to which I invite attention he said:

"I did state there were questions as to Washington's extreme honesty. Every student of history

knows that there are. You have but to consider his continental money deal. A business man may consider it a shrewd stunt to buy up a lot of continental money at about nine cents, and then provide for its being redeemed by a government you are forming at its face value. But others may not consider it as an exemplification of the highest principle and honesty."

What have the colleges done to the present generation, that "educated" men answer with confusion of mind such a statement as this? "Every student of history knows it," quotha. The case was clear—he should be dismissed for impudent falsehood.

I asked the most competent friend I have to give me a brief statement of "what every student of history knows" of Washington on the point of the professor's brazen assertion. It is important that all of us should know, and I trust all will join me in thanks for the following account:

The accusation against Washington is (1) that he was engaged in a deal buying up continental money at nine cents on the dollar and (2) that Washington provided for this money being redeemed at its face by the government he was forming.

That such gross ignorance could have proceeded from a professor in ——— seems inconceivable.

The United States did not assume the payment of any "continental money." The Constitution of the United States was adopted and the new government, which replaced the Confederation, was organized March, 1790. In 1780, *ten years before*, the paper money issued by the Continental Congress had sunk to two cents on the dollar, and in 1780 became worthless and passed out of circulation. "Continental money at that time was worth more for an advertisement than for any prospect of redemption. A barber's shop in Philadelphia was papered with it." By 1781, nine years before the U. S. Government was organized, the Continental money had become what Confederate money became. Washington never paid nine cents on a Continental money deal. The United States never assumed the payment of any Continental money.

What the professor has heard about and remembers in a confused way is the assumption by the Congress of the United States, on the recommendation of Alexander Hamilton, Secretary of the Treasury, of the bonds and indebtedness of the Continental Congress and of the States for money borrowed for the war for the establishment of our liberties against Great Britain. The recommendations were contained in the celebrated Report of Alexander Hamilton to the Congress:

1st: The assumption of the debts of the Continental Congress owed in foreign countries, principally to France and Holland, about \$13,000,000. Congress voted this unanimously.

2nd: The assumption of the Domestic Debt, about \$39,000,000 borrowed in the United States to conduct the War. There was some dispute about this as many of the negotiable bonds issued by the Confederation had passed to third parties who, purchasing them when our independence was doubtful, bought them at a discount. This paper, previous to the assumption, was worth 25 cts. on the dollar;

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when the Congress assumed payment it went to par. Every consideration of honor required that the money borrowed to wage the war for our liberties should be paid according to the letter of the obligation; and the Congress so decided.

3rd: Hamilton recommended that the United States assume the debts of the States incurred in support of the war, about \$22,000,000. These obligations were owned mainly in the Northern States and opposition developed in the South. This was removed by Thos. Jefferson coming to the assistance of Hamilton. The bill was finally amended to provide for the assumption of \$21,500,000 of the State debts, and it was enacted that "no certificate should be received from a State creditor which could be ascertained to have issued for any purpose other than expenditures for services or supplies toward the prosecution of the War and the defense of the United States."

These measures have reflected imperishable honor on the great patriot and statesman Alexander Hamilton. The United States stepped at once into the arena of Nations, assuming to pay in full every dollar it had borrowed for the conduct of the war. To have begun our National life with an act of flagrant dishonor—of repudiation, would have been fatal.

I can understand, however, how repulsive to a socialist is the notion of paying a national debt—an act which recognizes private property as against the Government itself.

The tradition of financial integrity, so established in the beginning, has not been departed from by our Government. We recall the resumption of specie payments during the administration of President Grant, by which the Government met the obligations of our Civil War without deduction, an act approved by all honorable and just men South as well as North. The Liberty Bonds for the prosecution of the war against Germany have sold for 94 cents in the market, and may go lower, yet any man who would advocate that these bonds should not be paid in full would be justly regarded as a rascal.

The professor says that Washington provided for the Continental money being redeemed at its face by the government he was forming.

Washington took no part in advocating the assumption. The act was the act of the Congress on the recommendation of Hamilton. In those days the executive did not undertake to usurp the functions of the Congress. Chief Justice Marshall in his life of Washington says: "Though in the progress of this measure through the legislature, it derived no aid from the President, whose private opinion respecting it remained in his bosom, yet it received the full approbation of his judgment."

It is likely that Washington, who was a man of patriotic fervor and of large means, owned some of the Continental bonds, and if purchased before the treaty of peace, or before the assumption of payment by the Congress, he got them at less than par. The Confederation had no power to levy taxes and there was no reasonable assurance of payment. If Washington bought these debentures it is reasonable to assume he did not pay in excess of what, on account of the uncertainty of their payment, they were bringing in the market at the time of purchase. A man who sees any dishonesty in such a transaction is a man of perverted moral judgment.

Avoid giving away your friend to conciliate your enemy.—*Bishop Creighton.*

We thought we ranked above the chance of ill.

Others might fall, not we, for we were wise—  
Merchants in freedom. So, of our free-will

We let our servants drug our strength with lies.  
The pleasure and the poison had its way

On us as on the meanest, till we learned

That he who lies will steal, who steals will slay.

Neither God's judgment nor man's heart  
was turned.

—*Kipling.*

### LIFE WISDOM

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

—*Benjamin Disraeli.*

True wisdom and greatness of mind raise a man above the need of using the little tricks and devices. Sincerity and honesty carries one through many difficulties which all the arts he can invent would never help him through. For nothing doth a man more real mischief in the world than to be suspected of too much craft; because every one stands upon his guard against him, and suspects plots and designs where there are none intended; insomuch that tho' he speaks with all the sincerity that is possible, yet nothing he saith can be believed.

—*Stillingfleet.*

The only disadvantage of an honest heart is its credulity.—*Sir Philip Sidney.*

Goodness lies in abstaining not merely from injustice, but from the desire for injustice.—*Democritus.*

We have certain work to do for our bread, and that is to be done strenuously; other work to do for our delight, and that is to be done heartily; neither is to be done by halves or shifts, but with a will.—*Ruskin.*

If you would be wealthy, think of saving as well as getting.—*Benjamin Franklin.*

One good mother is worth a hundred schoolmasters.—*Geo. Herbert.*

There are three kinds of silence. Silence from words is good, because inordinate speaking tends to evil. Silence or rest from desires and passions is still better, because it promotes quickness of spirit. But the best of all is silence from unnecessary and wandering thoughts, because that is essential to internal recollection, and because it lays a foundation for a proper regulation and silence in other respects.

—*Madame Guyon.*

I prize the soul that slumbers in a quiet eye.—*Eliza Cook.*

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Photograph of Mr. J. C. McCullough in his younger days on a postal card which is addressed on the reverse side to Mr. W. D. Bates, Box 809, Houston, Texas, and postmarked June 29, 1908.

This was a graphic report by J. C. McCullough of an inspection of pipe lines from Red River to Houston. It may be interpreted as a true report of rapid progress and diligence, but here (surely) verisimilitude ends, for Mr. McCullough "hoofed" the whole 325 miles on his own pedal extremities.

A U. S. soldier in France, connected with "Let's Go," official newspaper of the Motor Transport Reconstruction Park, sends an account of services rendered, under special assignment, by Captain Fred M. Golding, formerly The Texas Company's Agent at Laurel, Miss.

Editor Texaco Star: Before the war Capt. Golding was a member of the wonderful organization for which you are a regular spokesman, and we believe that his success in an enterprise, which is probably the biggest thing of its kind put over in France, will be of interest to former friends and business associates.

Very truly yours,  
Frt. W. Ernest Mulkins.

Co-workers of Capt. Fred M. Golding in pre-war days will be glad to know that he has accomplished a feat in military circles of proportions equal to the attainments realized while he was connected with The Texas Company. This latest success comes in a new field of endeavor and is a marked indication of what can be accomplished by the man who strikes the proper plane as an army officer and wins the esteem, loyalty, and good will of those under his command.

When the armistice was signed the gasoline and oil demands of the M. T. C. Reconstruction Park began to decrease and Capt. Golding soon was the possessor of an alarmingly large amount of spare time. At the same time problems with which the unit mess officers had been unable to cope resulted in a decision to form a consolidated mess. The Engineering Department of the Park immediately drew up and submitted plans for the largest and best equipped mess hall in France, which were approved by the Post Commander.

The consolidated mess had been considered a failure in army circles and the Commanding Officer made a careful study of the qualifications of every officer at his disposal before selecting a man for this difficult task. Capt. Golding drew the assignment and was given free rein.

On assuming the duties of his new post Capt. Golding found plans for a building which could accommodate 10,000 men an hour. The building

was to have 55,000 square feet of floor space, and consisted of a kitchen 36x310 feet with five connecting wings, each 50x170 feet. The building, constructed of sheet metal with concrete flooring, was completed and all equipment installed in a little more than a month.

Every article of equipment is of the very latest army model. There are two dozen 25-gallon cereal cookers, an equal number of large ranges for frying, ten 100-gallon coffee urns and fourteen 60-gallon steam kettles for cooking meats, potatoes, and other heavy foods. A special feature is the pastry room, where cookies, fritters, doughnuts, pies and cakes are being prepared continually. The kitchen force works in neat white jackets and aprons, kept clean by two portable laundry outfits. Perfect cleanliness and sanitation is the motto.

### CRUDE OIL PRICES AT WELLS

June 1, 1919

Pennsylvania.....	\$4.00	Crichton.....	\$1.75
Mercer Black.....	2.23	Caddo Light.....	2.25
Corning, O.....	2.85	Caddo Heavy.....	.75
Cabell, W. Va.....	2.77	Vinton.....	1.00
Newcastle.....	2.23	Jennings.....	1.00
North Lima.....	2.38	Spindletop.....	1.05
South Lima.....	2.38	Sour Lake.....	1.00
Indiana.....	2.28	Batson.....	1.00
Princeton, Ill.....	2.42	Saratoga.....	1.00
Illinois.....	2.42	Humble.....	1.00
Canada.....	2.73	Goose Creek.....	1.00
Somerset, Ky.....	2.60	Markham.....	1.00
Ragland, Ky.....	1.25	West Columbia.....	.75
California Light..	1.57	Corsicana Light..	2.25
California Heavy.	1.23	Corsicana Heavy.	1.05
Wyoming.....	1.50	Petrolia.....	2.25
Kansas and Okla.	2.25	Electra.....	2.25
Cushing.....	2.50	Ranger.....	2.25
Healdton.....	1.20	Burkburnett.....	2.25
De Soto.....	2.15		

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### STATIC ELECTRICITY — AGAIN

In the August 1918 issue of the *Texaco Star* Superintendent J. C. McCullough, of the Equipment and Construction Division, Sales Department, S. Territory, contributed an article on "Static Electricity and the Motor Driven Vehicle" which aroused wide interest. The article was reprinted or summarized in various journals in this country and at least in one foreign country—being reprinted in full in the Dec. 1918 issue of *Motoring in South Africa*, published at Cape Town. The following correspondence deals with a recent observation concerning this very practical matter:

El Paso, Texas, April 9, 1919.

Mr. J. C. McCullough,  
Supt. Equipment and Construction,  
Houston, Texas.

Dear Sir: I am attaching hereto copy of letter received from Agent C. W. Van Hook, Miami, Arizona Station, the contents of which are extremely interesting and important, and I would ask that you please advise me fully regarding the points involved.

Yours truly,

A. F. Fegan.

Miami, Arizona, April 4, 1919.

Mr. A. F. Fegan, Supt.,  
El Paso, Texas.

Dear Sir: Several days ago Mr. Long had a small fire at the Globe Station which came about in this manner. His man placed a ten-gallon milk can under the filler and just as he started to fill it a flash occurred. He kept his head sufficiently to shut the valves, and used sand and put the fire out without any damage having occurred. The question is: What caused the fire? From all indications it was caused from static electricity.

Sometime ago I had occasion to fill some ten-gallon milk cans that had been brought over to us from "Globe." I noticed when I would take the lids off the cans, or just touch the cans, that there would be a slight click indicating static electricity. We are interested in how to assure ourselves that this cannot cause another flash like the one at Globe. I was over at The Standard Oil Company's Station yesterday and saw a large sign over each filler serving gasoline and kerosene, the substance of which was that, when filling from a filler or a vessel, or filling from one vessel to another vessel, positively the metal of each vessel must be in contact during the pouring. I never discussed the matter but I believe those instructions must have a bearing on this subject.

I have an idea upon which I would like an expression on its merits: Suppose a good ground was made on each filler just back of the swing joint, wouldn't this cause any current generated to seek the ground before it would attempt to jump to a metal surface that was about to come in contact with it? This brings up the point: Is the "juice" in the container, or is it in the filler?

When you have the time give me some dope on

this. Hot weather is coming on and the dangers from this will be much greater than when the gasoline is cold. Awaiting your reply,

Yours truly,

C. W. Van Hook,  
Agent.

Houston, Texas, April 25, 1919

Mr. A. F. Fegan,  
El Paso, Texas.

Dear Sir: I have your letter of April 19, to which is attached a copy of letter from Agent C. W. Van Hook, of Miami, Arizona, all in reference to demonstration of the existence of static electricity which he has observed at his Station and also at his competitor's, and find same very interesting, as I have made an effort to study these mysterious forces for a short time, and am pleased to have Agent Van Hook's report. For his information and your own, I am sending to you a copy of the *Texaco Star* for August 1918, where an article appears on page 7, which in a way covers the demonstration he refers to.

In this particular case I am fully satisfied that the cans he refers to had become charged with static electricity by being rapidly hauled through the dry dusty atmosphere of Arizona for some distance. In that event the cans, as well as the truck, would receive a charge of static electricity in some cases, but not always, as conditions which cannot be explained sometimes do not produce the same results as at other times. However, it is evident in this case that the cans have been charged with electricity, and when they are set by the filler and the filler lowered to the can the electricity from the can discharges itself through the filler into the earth. Just before the filling pipe comes in contact with the can the arc is formed and a spark jumps from the can to the pipe. The spark touches off the gasoline or vapor and causes the fire.

The tanks are always grounded by reason of the steel frames supporting them on concrete piers with iron rods through the piers to the ground, or by the pipe line which connects with the tank and is in contact with the earth. But the can, being on a rubber-tired truck, becomes charged at the same time the steel part of the truck becomes charged.

The only safe and sure manner of avoiding trouble under these conditions is to unload the cans or barrels onto the ground for a second before they are filled, or to place a metal plate on the platform where the can or barrel is to be placed while filling, and this plate connected to the earth with a metal wire attached to a rod driven into the earth for some distance.

Another simple remedy would be as explained in the last paragraph of the article in the *Star* referred to. By connecting the copper wire to the frame of the car the electricity in the car and the cans would be immediately dissipated, unless the entire floor of the car is wood, in which event it would be well to touch each can with the end of this wire.

I am much pleased with the attention Mr. Van Hook has given the matter and if I can be of any further service would be glad to hear from you or Mr. Van Hook on anything more along this line.

Yours truly,

J. C. McCullough,  
Supt. Equipment and Construction

## TEXACO STAR



South Boston Avenue, Tulsa, Okla.—Looking north from Thirteenth Street

Texaco Sheet Asphalt laid 10 years ago. This is a perfect piece of paving which has had no repairs of any character, except for plumbers' cuts, since it was laid. The pavement is as good as new.

### BITUMINOUS PAVEMENTS

A. R. YOUNG

Asphalt Sales Department Engineer, Western Division, Headquarters, Kansas City, Mo.

Highway systems, to be of the greatest service, should be so located as to be easily accessible to the greatest number of people. Not only the principal cities, but the remote villages, must be connected with suitable highways if the greatest benefit is to be derived from such systems. The importance of the traffic to be borne by the different roads should determine the type of construction. The roads in the different systems, if efficiently designed, properly constructed, and economically maintained, will require the use of various kinds of road building materials, ranging from the dust arrester of the light-traffic less important roads, to the impact-absorbing abrasion-resisting surfaces of the heaviest traffic thoroughfare.

Bituminous materials, on account of their varying consistency, their adaptability, and their serviceability, are being used, in one form or another, on practically all types of highway construction.

Where it becomes necessary to prevent the dispersion of dust, either on an earth, a gravel, or a macadam roadway, a dust-laying oil is used. If it be desired to alleviate the dust nuisance without formation of a mat, a light oil should be used.

An oil for this purpose should have an asphaltic

base, a gravity of 25° to 35° Beaume, and should retain a semi-liquid consistency after it has been applied to the roadway. The roadway surface should be clean, dry, and warm, and the oil should be applied at the rate of .15 to .25 of a gallon per square yard of surface. The oil should saturate the surface of the roadway, and without becoming sticky, or disagreeable, prevent the dust nuisance. This treatment is comparatively inexpensive and must be renewed once or twice a year.

Where it becomes necessary to prevent the dispersion of dust already formed, and to retard the formation of additional particles without the formation of a mat, a material of a different consistency must be used.

The oil should consist of an asphaltic content of about 45%, while the remainder should be a light volatile oil. The light oil should serve as a carrier, afterwards removed through evaporation and weathering, leaving the asphalt to serve as a dust layer and surface protection without the formation of the mat. The surface should be dry, clean, and warm, and the amount required will range from .15 to .30 of a gallon per square yard, depending upon whether the surface is earth, gravel, or macadam, and whether it has been previously oiled. If not allowed to pool this oil should readily penetrate the surface and inconvenience traffic very little while being applied.

Where a light mat is required, as for surfacing a good gravel or macadam roadway, it is necessary to use an oil having an asphaltic content of 55% to 65% and

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West Montgomery Road, Harris County, Texas  
A shell road treated with Texaco Liquid Asphalt, laid September, 1918, photographed May 5, 1919.

a smaller amount of light oil carrier. The consistency of the asphalt when combined with the carrier should be such that it can be readily applied at normal temperature without pre-heating, and still give proper penetration.

A light surface mat can be built up by the application of .3 to .4 of a gallon per square yard, covered with a course of chats or coarse sand.

Where a heavier mat is desired better results can be secured by using a material having an asphalt content of about 85%, and of such consistency that it can be applied only when pre-heated.

The application of approximately .5 of a gallon of such material, together with a course of chats or coarse sand, produces a durable mat. The purposes to be served by these mats are to prevent the formation of dust by preserving the denser roadway material, and to increase the comfort of those who travel over the roadway surface. Satisfactory results can be secured only when the coating is applied to a clean and dry and compact surface.

The bituminous products so far considered have been what are known as asphaltic road oil, or asphaltic binders. They are all composed of an oil, having an asphaltic base, reduced to such consistency by combining with a volatile carrier as to render them particularly adaptable to the conditions which they are intended to meet. They are refined to be used for surface application, and are intended to serve as a temporary preservation of the roadway surface. Their use should be confined to the treatment of earth, gravel, or macadam roads,

on which, for economical reasons, it is impractical to use a more expensive type of surface.

For the more permanent types of construction bituminous products which may be termed strictly asphalts are used. By combining asphalt in certain proportions with various gradings of mineral aggregate the more permanent types of pavements are produced, such as asphaltic macadam, asphaltic concrete, and sheet asphalt.

An asphaltic macadam roadway consists of a macadam base of suitable thickness, which may be either Telford or a screened broken stone on top of which a penetration with asphaltic cement binder and a seal coat of asphalt cement macadam wearing surface is laid. When local stone is available this is one of the most satisfactory moderately priced pavements in use today.

The base should be composed of durable native stone and should be from 6 inches to 9 inches in thickness. The sub-grade should be properly prepared by being thoroughly rolled by a roller weighing from 15 to 20 tons. Proper plans should be made for drainage, and, as on any other type of pavement, sub-surface drains should be used freely. The stone for the base should be carefully spread, thoroughly rolled, and properly bound. The success of this type of pavement depends mainly upon the stability of the base. After the base has been properly prepared, broken stone for the wearing course should be spread so as to have a thickness after compression of  $2\frac{1}{2}$  to 3 inches. This stone should range in sizes from  $1\frac{1}{4}$  to  $2\frac{1}{2}$  inches and should be tough and durable. After the wearing course of stone has been rolled the asphaltic cement binder should be

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Saragossa Street, St. Augustine, Fla  
Texaco Asphalt Macadam laid in May, 1913.

poured. This binder should be practically pure bitumen. It should show but slight changes in consistency with temperature changes. It should possess a fairly high cementitious value and should remain stable throughout the application, and through long service periods. In order that it may be easily applied and penetrate properly it should have a penetration of about 100. It should be heated from 300° to 350° F., and may be applied either with a pressure distributor or with a pouring can. The amount to be used, depending upon the grading of the stone, varies from  $\frac{3}{4}$  of a gallon to one gallon per inch thickness of wearing surface.

When applied the stone should be perfectly dry, and best results are obtained by pouring when atmospheric temperatures are high. Immediately after the asphaltic cement has been poured, dry, clean, durable stone chips, ranging in sizes from  $\frac{1}{4}$  inch to  $\frac{3}{4}$  inch, should be spread evenly over the surface, after which the whole should be thoroughly rolled. After rolling the surface should be swept perfectly clean and a seal coat of asphalt cement applied. This should be evenly distributed at the rate of from  $\frac{1}{2}$  to  $\frac{3}{4}$  of a gallon per square yard and covered with stone chips, after which it should be rolled. Then it may be thrown open to traffic.



Church Street, McKinney, Texas—Looking north from Lamar Street  
Texaco Asphaltic Concrete pavement laid with Texaco Asphalt July, 1916.

## TEXACO STAR



West Fifteenth Street, Tulsa, Okla.—View from Boulder Avenue

This pavement was laid of Texaco Sheet Asphalt 7 years ago. The recent picture speaks for itself.

Asphaltic concrete, of a type known as the Topeka mix, was first laid about ten years ago. At the present time there are many millions of square yards of this pavement in use under all kinds of traffic and climatic conditions, giving satisfactory service. This is a moderately priced pavement and is one of the most economical types of pavement being laid. It consists of a suitable base of either macadam, bituminous concrete, or concrete on which is laid a 2-inch wearing surface of an asphaltic concrete mixture. This mixture is composed of asphaltic cement, stone dust, sand, and tough durable fine stone.

The asphalt cement should have a penetration of from 50 to 60, should be permanent in stability, high in cementation value, and of slight variation in consistency with temperature changes. These materials should be heated, properly graded, and mixed in a properly designed asphalt mixing plant, and spread upon the base at a temperature of from 360° to 325° F. The wearing surface should be compressed with a suitable roller while still hot. When completed it forms a smooth, dry surface, pleasing in appearance, and tough, malleable, and durable under traffic. The asphaltic concrete mixture is a well graded sheet asphalt mixture to which approximately 25% of fine stone has been added. This stone serves the purpose of hardening the surface and lessening the cost. On account of the stability produced by the fine stone, no binder course is required with this type of pavement. This feature, together with the lessened cost of the surface mixture by addition of the stone, has resulted in producing a wearing surface the cost of which is so moderate and the serviceability of which is so great that it has become, and will remain one of the popular pavements for city streets and highway work.

The sheet asphalt pavement is the highest type of asphaltic construction, and its long and extensive use under all kinds of traffic and climatic conditions has proved it to be one of the most satisfactory pavements ever developed. This pavement consists of a base, a bituminous binder course, and a sheet asphalt wearing surface.

The binder course is a bituminous concrete mixture of from 1 to 2½ inches in thickness. On this is laid the sheet asphalt wearing surface from 1½ to 2 inches in thickness, prepared in the same manner and of the same material as the asphaltic concrete wearing surface, except that no fine stone is included in this mixture. The surface appearance of the two types are much the same. The sheet asphalt surface on account of containing only fine material is somewhat smoother and more malleable.

Sheet asphalt pavements and their composition are well known to every one who has made a study of pavements. They are in use in all the large cities of the world. Some of these pavements have been in constant service for almost a century. Fifth Avenue in New York, claiming the heaviest traffic in the world, is paved with sheet asphalt and is one of the most beautiful streets imaginable.

The country highways are today being called upon to carry traffic which in a few instances approaches that which must be borne by city streets. Any material which has been shown by service tests to be suitable for city streets will be suitable for the higher class country highways.

DEPARTMENTAL NEWS

Paving statistics compiled by the *Municipal Journal* show that in the year 1915, 61% of all the pavements laid in the municipalities of the United States were of the higher type of bituminous pavements. In the year 1917, 64.2% were of the higher types of bituminous pavements. In other words, 3/5 of all the pavements laid in these years were of the higher types of bituminous pavements. In the year 1917 the City of Chicago, whose streets carry an intensive traffic, laid out of 132 miles of pavement, 104 1/2 miles, approximately 80%, of bituminous pavements.

There must be good reasons why the statistics which deal with traffic conditions much more severe than any that the highways will be called upon to meet, show such a general use of bituminous pavements. There are, and the enumeration of the reasons would require a volume. The principal reason is Bituminous pavements have been put to every service test known to the traffic world, and where properly constructed they have stood the gaff. They are composed largely of local material, they are smooth and noiseless, and they are attractive in appearance. They are easily constructed, and are easy to repair. Their first cost is moderate, their cost of permanent maintenance is low, they lessen the cost of vehicular upkeep, and they are durable.

WATCH THE WAY FOR SNARES.

It ain't the trees that block the trail,  
It ain't the ash or pine;  
For, if you fall or if you fail,  
It was some pesky vine  
That tripped you up, that threw you down,  
That caught you unawares;  
The big things you can walk around'—  
But watch the way for snares.

—Douglas Malloch.

TELLING TIME.

The time of day I do not tell,  
As some do by the clock,  
Or by the distant chiming bell  
Set on some steepled rock,  
But by the progress that I see  
In what I have to do.  
It's either Done o'clock for me,  
Or only Half-past Through.

—John Kendrick Bangs.

Tit for Tat.—A well-known French artist, whose pet dog was ailing, sent for a great throat specialist. Though highly offended on seeing his patient, the specialist made no complaint, but treated the animal and pocketed his fee. The following morning he sent for the artist, who, thinking the call was with reference to the dog, hurried to the appointment. "How do you do?" was the specialist's greeting. "I want to see you about having my front door painted."—Boston Transcript.

The Lady or the Tiger.—There's only one end when Miss Liberty rides Anarchy Tiger. They come back from the ride with the lady inside and a smile on the face of the tiger.—Brooklyn Eagle.

The Managers of the respective Departments have assigned to the gentlemen whose names and addresses are here given the duty of sending to the *Texaco Star*, on or before the 25th day of each month, reports of departmental news and other items of general interest. Suggestions and information for this purpose should be sent to them before the 20th of the month. All are invited to cooperate.

- |                          |                              |
|--------------------------|------------------------------|
| Refining Dept.           | C. K. Longaker, Houston      |
| Natural Gas Dept.        | D. P. Harrington, Port Worth |
| Fuel Oil Dept.           | E. B. Joyner, Houston        |
| Railway Sales Dept.      | E. B. Joyner, Houston        |
| Marine Dept.             | A. V. Corley, Port Arthur    |
| Legal Dept.              | T. H. Matters, Jr., New York |
| Treasury Dept.           | J. S. Ballard, Houston       |
| Comptroller's Dept.      | Lee Dawson, Houston          |
| Insurance Dept.          | B. E. Emerson, Houston       |
| Sales Dept. S. Territory | P. A. Masterson, New York    |
| Sales Dept. N. Territory | Roy B. Wright, New York      |
| Asphalt Dept.            | R. C. Galbraith, Houston     |
| Export Dept.             | S. Slattery, New York        |
| Purchasing Dept.         | C. E. Murphy, New York       |
| Railway Traffic Dept.    | J. B. Nielsen, New York      |
| Producing Dept.          | J. E. Byrne, New York        |
| Pipe Lines               | J. T. Rankin, Houston        |
|                          | J. W. Painter, Houston       |
|                          | R. W. Plummer, Houston       |
|                          | A. M. Donoghue, Houston      |

As is the custom each year, the citizens of Port Arthur turned out on May 19 to celebrate Gates Day. The school children of Port Arthur, in what seemed to be an endless procession of small boys and girls, marched in parade in honor of the natal day of the late John W. Gates. The children carried small American Flags, instead of Gates Day pennants as has been the prior custom. At the City Park, where the pageant broke ranks, were refreshment booths to care for the children's wants. Each child had been supplied with coupons good for the various dainties that it takes to make up a holiday. Prizes were given for the best procession of children.

This is the first time in the history of Gates Day that a member of the Gates family has been in Port Arthur to witness the festivities. We note with pleasure that Mrs. Gates' father was present and that, commenting upon the parade, he said:

It is fine, fine; it is unique, and most certainly it is a beautiful event in every way—particularly to me—as memorializing the deceased members of the Gates Family. But, in addition, it is a very striking and attractive example of pageantry. The costumes, the general plan, and the arrangements of the program following the parade are all well planned and perfectly executed. Even if I had no personal feelings or interest in the matter, I should say that Port Arthur distinguishes herself in her Gates Day parade by the finish and completeness of the plan, both as a whole and in detail. I am very glad indeed to have been here to see the big event that Port Arthur has created.

## TEXACO STAR

The nation-wide movement to effect a permanent organization of all men in the armed forces of the United States in the World War made its local appearance about May 1, when a meeting elected temporary officers and committees. It is intended to develop the local organization along the lines laid down by the National Caucus of the American Legion, and to send delegates to the State branch and to the meeting called for November.

From the Port Arthur Works we sent 483 men to service, of whom 111 had returned by May 1. There must be at least 200 other service men here, and more are arriving daily.

The Texas Company representatives in the temporary organization at Port Arthur are L. A. Darnall, Temporary Chairman; W. Chenault, Temporary Secretary; D. M. Phillips, Chairman Committee on Constitution and By-laws; P. T. Williams and C. E. Cook, Membership Committee.

We are pleased to announce the marriage of Miss Ida Mae Montgomery and Mr. W. H. Darrow. Miss Montgomery was a stenographer in our General Office, while Mr. Darrow is an employe of W. E. Cullahan Construction Co., of Omaha, Nebraska, where the young couple will make their future home. We wish them a long and happy wedded life.



Capt. Chas. A. Steele

Editor Texaco Star: Many, many thanks for your prompt response to my request for the Texaco Star—received seven in all and don't think I missed an item in any of them from cover to cover. It surely did seem homelike, gathering in all the news, especially that which concerns Port Arthur.

I have moved with my company to Bordeaux. The latest news here is that we will be headed toward home by July 1. I don't believe there is a man in the whole base who won't let out a joyous whoop when the transport leaves the dock with us bound for the good old U. S. A.

I am enclosing a small kodak taken by one of my lieutenants who came upon me unawares, having a quiet read in front of my tent. The book was the February issue of the Texaco Star, the dog is Corn Willie, a regular soldier, American born, and named because of his fondness for that army dish—both being darned good pals.

I will not take up more of your time except to wish the "Star" and yourself continued success.

Sincerely,

Chas. A. Steele.

Capt. 867 Co. T. C., A. P. O. 705, A. E. F.

### WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF MAY 1919

Refined—Coastwise.....	813,869 bbls.
Refined—Foreign.....	182,118 bbls.
	<hr/>
	995,987 bbls.
Crude—Coastwise.....	38,533 bbls.
Crude—Foreign.....	12,326 bbls.
	<hr/>
	50,859 bb's.

At the last New York Office meeting of the Northern Terminals Division on April 17, A. B. Cox gave a talk on Gasoline, answering questions previously submitted by the office force. In this way we were enlightened on points about which we were in doubt. We hope this will be the method pursued at future meetings.

Miss Mary I. Graham left on May 3 and will be married on May 14. A sterling silver carving set was presented to her by Mr. Amundsen on behalf of employes of the Terminals Division. All extend best wishes.

R. S. Mutch is the proud father of an other son, John Furman, born May 4, 1919.

We welcome back V. J. Romeo and A. F. Schloss, from service in army and navy respectively.

James Ottignon returned with Sunset Division. James A. Weeks, who has been with us since discharge from army, has been transferred to Norfolk.

L. Lindsay, formerly of this Office, has visited us after sojourn with A. E. F. in France and Germany.

Tiffany Eaton visited us after serving in the army since America's entry into the war, having gone over on the first hospital ship. He is now at Olean visiting his parents.



Discussing the chicken crop at Texgals Costume Barn Dance

This is how A. E. Manley, L. A. Taft, T. E. Simpson, and S. Hallager looked at the barn dance given by the ladies of The Texas Company, Bayonne Terminal, April 23, at the LaTourette Barn. Sketch by G. A. Olewine.

Mrs. Walter F. Brown has left the service of Bayonne Terminal to take a steady position for life—keeping house and taking care of hubby.

The man who makes a suggestion for the betterment of the business in which he is employed, even if he is dead wrong, is worth two of the chap who simply does as he is told and plays safe.

—Bindery Talk.

## TEXACO STAR



Bayonne Terminal Gatemen

Left to right: H. S. Myers, who entered our service May 20, 1913; D. Doyle, July 9, 1912; P. Moran, September 5, 1910. These men have guarded our Terminal faithfully all these years, and it is pretty hard for anyone to get by them unless he has the proper credentials to admit him to the plant. "Paddy" Moran, with us since 1910, is the head watchman and by his smiling face and Irish wit he has made many a close friend and has kept many an enemy from our gate by his steady watch. He is on the day shift and is, therefore, better known to all the men than the other two watchmen. We regret to report that since this picture was taken "Paddy" met with a serious accident, being knocked down one night by an automobile while out for a stroll. He is now in the Bayonne Hospital suffering with a broken leg, but we hope soon to see him back.

**MARINE DEPT.** Another widow's experience with The Texas Company's Plan for Employees is thus related by the *Bath (Maine) Times*:

Mrs. Amy Taylor Parker of 1301 Washington Street, widow of William H. Parker, for many years a well known police officer, is the second person in Bath to benefit by the new insurance plan effected by The Texas Company for its employes and those of its subsidiaries.

Mr. Parker was employed at the big plant of The Texas Steamship Company at the time of his death March 14, and this week his widow received a check from The Texas Company of Houston, Texas, for \$134.19 to cover payments due her from the date of Mr. Parker's death to May 1. She is entitled to \$436.83, payable monthly, under the terms of the new benefit plan.

"The money will come in very handy for me," said Mrs. Parker to a *Times* reporter, "and I think the plan of The Texas Company is splendid. This money is a gift, pure and simple, to me. It didn't cost my husband a cent for this insurance, in fact

he knew nothing about it. I know just how pleased he would have been in his last sickness had he known that this benefit was to be paid me. It's a perfectly splendid plan and shows that The Texas Company has the welfare of its employes at heart. You can see just how prompt they are, for it was some weeks after my husband's death before I notified them, and immediately a representative called and now I have received my first installment. I can't speak too highly of the Company and its plan of insurance."



Geo. A. Toups

The hope expressed in Mr. Toups' letter from St. Aignan-Noyers, France, printed in last month's issue, has been fulfilled. He landed from overseas at Boston on April 22, returned to Port Arthur May 10, and went back to work in the Marine Department at Port Arthur on May 16.

**SALES DEPT. OKLAHOMA DISTRICT.—If S. TERRITORY** you come into our Office asking for employment, you're met with smiles; if you come into our Office with an idea, you're met with smiles; if you come into our Office with a bill,—it's still smiles; all day long our visitors are met with smiles and a pleasant word by Mrs. Gibson, our gracious telephone operator, and they leave with a pleasant feeling of having been treated well.

We regret the loss of C. A. McNamara, our Auditor for several years, who has been transferred to Dallas; but what we did for Mac we are ready to do for Mr. Hester. All join in "Welcome to our District."

We recently had the pleasure of wiring the Home Office advising them of the biggest day's business on contracts ever witnessed in this District,—approximating 2,500 barrels of lubricating oil and 275,000 pounds of grease. We still don't think this is enough and we're out after more.

## TEXACO STAR

The District Office will soon be subjected to a shock. One of its Benedict juniors has chosen



Walter J. Hein

The "Oklahoma Sun" reached me here at Sivry-la-Perche yesterday afternoon, and I thank you very kindly for sending me this very interesting Texaco publication. The "Oklahoma Sun" certainly made a hit with me in "Muddy France," and I trust you won't forget me the next time the publication is issued.

There is splendid opportunity for "Pace-Makers" over here in France, providing, of course, they can "par-lay" and "com-pre" French. They must be able to "par-lay voo fran-say" if they expect to make a hit with the be-titled Mademoiselles. I know, for I have been out of luck. I proposed to one the other day (?) for one solid hour, and after I had finished my proposal, all she could say was "No com-pre," which means "I don't understand." Salesman Kinney would make good as a "Pace-Maker" in France, I know.

Texaco Products are well advertised in this far-off country. Cans showing the Red Star and Green T can be found anywhere on the battlefields of France. Have seen any number of them since I have been over here. Another victory for Texaco.

DENVER DISTRICT.—B. E. Donaldson, one of our students in training, has graduated to Salesman in Northern Colorado with headquarters at Denver.

H. Q. Anderson, formerly with Denver & Rio Grande Railway, Agent at Walsenburg, Colo.

C. M. Norris, formerly of the Scully-Norris Motor Company, Denver, is our representative at Longmont, Colo.

Sergeant Leo J. Cronin, of the District Office,

Walter J. Hein, for years in the Oklahoma District Office, was Follow Up Clerk for lubricating work when he enlisted. This little snapshot showing him on the rocks of France, came in a letter from Sivry-la-Perche (Meuse), France which reads in part:

has returned from overseas, and is stationed at Camp Merritt. He expects to be discharged soon.

Roy O. Niles, tank wagon driver at St. Louis, was recently transferred to Denver as Filling Station attendant.

The employees in Denver, including filling stations, Denver Station, and District Office, have organized a baseball team, which will belong to one of the city leagues. We hope to give a good account of ourselves as the season advances.



Driver J. C. Jennsen and one-ton auto truck, Cheyenne, Wyo.

NEW ORLEANS DISTRICT.—Agent G. W. Lee at Alexandria, La., was recently successful in renewing contract with a large and important manufacturing concern. Mr. Lee deserves praise for securing this very desirable business.

New Orleans District is elated over the return of one of its oldest and most capable employees, J. A. Morson, appointed Agent at Clarksdale, Miss.

District office employees are looking forward to the Annual Picnic to be held in June. This will be our first picnic in two years; the event was discontinued last year as a war measure. We are putting business, however, before pleasure, all reports mailed on time last month, most of them ahead of time. Ask the Department Agent—he knows.

An exciting baseball game took place Saturday, May 17, when the Texaco Producers and District Office Stars crossed bats. The Producers are New Orleans Station employees and they certainly lived up to their name by defeating the Stars handily. Geo. Klarr, diminutive southpaw hurler for the Stars, pitched an excellent game, and, while he



El Paso Smelting Works, El Paso, Texas.—Texaco Lubricants have been used exclusively in these works for a number of years

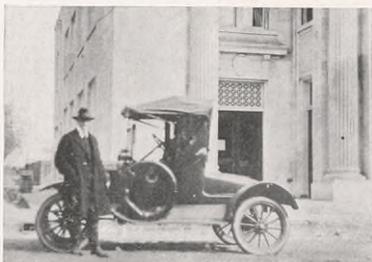
## TEXACO STAR

had less luck than his rivals on the mound he certainly showed more stamina; he pitched the entire game and finished strong, whereas the Producers were forced to use three hurlers. The less said about the score the better. The total of runs made by both teams in this one game was greater than the total scores of all the big league teams in an entire season.

**ATLANTIC DISTRICT**—The Birmingham News tells of a visit home by one of Salesman C. W. Levy's battle-scarred sons:

Battle-scarred, decorated with the Croix de Guerre, with American citations, with notations of honor, records for bravery and a good soldier Leon C. Levy, age 19, is back at home with the great experience that will ever remain with him. He is modest in all of his narratives. He says he ran away from school to get into the army and his wish was to get into the thickest of the fighting. His wish came true. Twice wounded, gassed, worn out and hungered at times, the boy is still patriotic and has enlisted for further service in the Army. After a short furlough to see his parents and some of his school friends, he will report at Camp Merritt, N. J., around June 4.

He is proud of the fact that two of his brothers went into the service also, all joining the army, getting overseas, and seeing service.



O. F. Taylor, one of our best all-around salesmen in South Carolina. "Old Friend" Taylor, his red flivver, and Texaco Products are well known throughout his territory.

**SALES DEPT. NEW YORK DISTRICT—**  
**N. TERRITORY.** "When Johnny Comes Marching Home Again" is an appropriate title for our report that the District Office numbers among the boys who have already returned from military service 19 out of the 25 stars in its service flag. We are thankful that none have suffered major injuries.

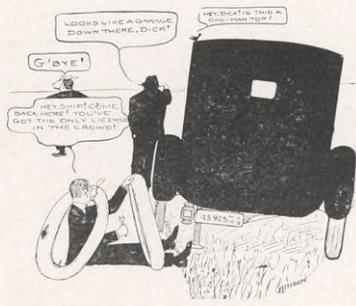
The New York District is to be congratulated on the fact that it has acquired a "live wire" in the person of Captain D. L. Keys, U. S. A. Mr. Keys has assumed the duties of Assistant Superintendent in charge of Sales. Before entering the service of Uncle Sam he was Chief Engineer of Norfolk District. He entered military service as aeronautical mechanical engineer, having supervision over all lubricants and fuel oils used at the

twelve northern aviation fields. Commissioned as Captain, he was sent to France and placed in charge of fuels and lubricants in the zone of advance with station at Colombey-Less-Belles, small town near Nancy Soon after the armistice he received his discharge and has entered upon his duties in New York District.



Capt. D. L. Keys

I. M. Williamson, formerly Assistant to the Superintendent, has been appointed as Representative covering Bayonne and Newark territories, the position held by B. Steiert who recently resigned. We know that the field force will find him a man who understands their difficulties and will assist in overcoming them.



On Sunday, April 6, an important test, we understand, was made on an Oldsmobile car. Dick Saunders, the heavy weight Chief Accountant of the Territorial office, was demonstrating to Frank Shipman, the feather weight champion of The Texas Company, how quickly a tire could be changed in case of an accident. They had with them F. W. Staley for ballast. Everything went rosy until they had a blow-out on a rear wheel and Dick right then and there was out of luck. He had the front wheels doped for the test and was really unprepared for a quick change on a rear wheel. He was game, however. Hopped right out with his double-quick-action jack, and everything was peaches and cream until the "quick" detachable rim refused to do the slide. Then Dick suddenly remembered that he had left his license card at home. Fearing a fly cop would come along and quiz him, he started to coach Staley that if such a personage showed up he must be the owner and should show his license card. Little consolation from Staley, as usual. He had left his card at home too, and it was up to Shipman to be the Big Brother and produce his District of Columbia license. That would have been all right, but after Ship had waited a couple of hours he suddenly remembered an engagement that could be kept only if he started to hoof it at once. The day was saved, however, when a Ford drove up and they were given assistance that enabled them to make the "quick change" and proceed with the trip.

## TEXACO STAR

BOSTON DISTRICT—We congratulate ourselves on being able to say that one of the best customers of our Provincetown, Mass., Station, besides doing his own part to the fullest extent, was also an inspiration for others to lend their money to the Government to complete the task of paying for this great war. We refer to Tony Avellar, who posed for the Victory Loan poster known throughout the U. S. as "Sure! We'll finish the job." Mr. Avellar operates a tank boat in Provincetown Harbor and refuses to handle anything but Texaco Products. We are proud to have him as one of the distributors of Texaco Products exclusively.

An extensive article in the *Boston Daily Post* says in part:

Best of all, Tony lives up to his poster, which typifies the substantial true American—the hard-working, salt-of-the-earth family man whose generous spirit reaches outside his family circle to help the nation which protects him and his family. Tony is 33 years old and married Louise Strube, fresh from Alsace-Lorraine, eight years ago. They have been blessed with four children, whose ages are about two years apart—four little girls, all of whom, except the youngest, recognize their daddy in the poster.

Tony was born in Provincetown and has spent all his life there, with the exception of a few months when he was learning his trade as a machinist at the Atlantic Works in East Boston. He comes from a family of fisher-folk. His great-great-grandfather caught mackerel and cod off the Isle of Flores, Portuguese possession. Joseph M. Avellar, Tony's father, came to Cape Cod when a boy and has made many fishing trips out of Provincetown, taking Tony with him. Both have businesses in Provincetown which do not require them to go on the trail of mackerel, yet the trade of the fisherman still calls them and they go out when opportunity offers. Tony's mother often goes with them on these trips, although she is of an age where most mothers would be content to stay at home, especially mothers who have brought 13 children into the world. She is a remarkably vigorous woman, with scarcely a gray hair.

The Avellars have two sons in the service. Gerald Avellar is in the navy stationed at Brest, France, while Arthur Avellar is in the army aviation corps at Carlstrom Field, Florida.

"Sure, we'll finish the job," expresses the sentiment of the whole family, and they have all bought bonds to the limit of their pocketbooks.

Tony was in the midst of a problem of gasoline engine repairing in his repair shop at Provincetown when the artist Beneker paid him a visit. Tony, with his sleeves rolled up, his red undershirt showing, a battered hat joining a splotch of black grease that covered the side of his face, stood up and smiled upon his friend. Realizing that the call was in the nature of a visit, he began reaching into the recesses of his overalls for the makings of a cigarette, smiling a generous welcoming smile.

"Sure, we'll finish the job," said Tony. It was in this action together with the smile and the genuineness of the spontaneous pose in Tony's hospitable reception of him, that Beneker received an inspiration which resulted in the most famous of all the posters of the Victory Loan.

"I couldn't refuse Beneker," Tony explained. A point in proving the heroic, love-loving race which Tony comes from was related by Mrs. Strube. His grandfather was drowned a few months ago in attempting to rescue a man whose boat was swamped in a storm which was rolling up the coast of the Isle of Flores.

"The Avellars are all brave," she said, "and they are all good men. Once they settle down in a place they try to leave."

"What above all else does Tony want in life?"

"Well, to tell the truth," she replied smilingly,

"I think he would like two sons. You see, we have the four little girls, but Tony doesn't think the family is complete without boys. We're both young, and who can tell? There may be a surprise in store for him yet. At least, I hope so."

Salesman H. C. Mason is making wonderful progress in lining up the street railway business for The Texas Company. Watch him go.

We extend our sympathy to T. W. Hennessy, checking clerk, for the recent death of his brother.

Frank Lill and John Fabry have returned from military service and are now in the District Office.

"Ed" Brady is now holding forth as Clerk Cashier at the Boston Refined Station.

We miss the smiling countenance of Ovila Bonin, utility clerk, who has recently undergone an operation, and we hope that it will not be long before he returns to the Office, altho we have fears that it may be two or three months before we see him performing his former duties.

We were glad to receive report that Journal Clerk Lee is improving after his recent operation for appendicitis.

Our Texaco A. A. ball team played the first game of the season in a drizzling rain storm. It was necessary to call the game in the fifth inning after both sides had found it impossible to handle the ball. Our opponents were in the lead at the time, and accordingly were credited with a win.

The second game was played against the strong Lincoln Team of Jamaica Plain, who led the City League last year. After a close nip and tuck battle for nine innings we were defeated by the close score of six to five.

The following Sunday the team played a practice game with the doctors of General Hospital No. 10 at West Roxbury for the benefit of the patients. The hard game of the previous day had a telling effect on our boys and we were defeated.

As yet we have not heard from any of the other Texaco ball teams. We hope they are not all afraid of us. Let's go.

TEXATIONS—It is a coincidence that on one of the streets at Nantasket Beach, Boston's Coney Island, are three consecutive cottages whose occupants are members of three different oil concerns; and it is of especial note that the Texaco cottage is the leader, followed by the Gulf and the Standard.

Captain Dave DeRosier made a wonderful hit on his first appearance at Nantasket Beach. How about it, Dave?

Freddy Power and Harry McCarthy, according to Dave, passed a very lonesome night at the Nantasket Beach cottage recently, but we don't think that they will be out of luck all the time.

Paul Kendrick is headed for the famous summer resort at Houghs Neck. Paul is after the walking championship according to recent reports.

"Baron" Mongeau has recently bought a new suit with new improvements, viz., one-way pockets.

PHILADELPHIA DISTRICT—A meeting of General Lubricating Salesmen, or Smoke Stack men, was held in District Office on April 24-25. The subjects discussed:

- Salesmen Selling Costs
- Correspondence School Course
- Sheet Reporting System
- Thorough Investigation of Complaints
- Cooperation of Salesmen with Agents and Field Supervising Heads
- Credits and Collections
- Travelling Expenses
- Salesmen's Motor Cars—Ownership Plan.

## TEXACO STAR

The meeting was a great success as the means of securing business, closer cooperation, and a better understanding between Field and Office. The business session on the first day was followed by a dinner at the Manufacturers Club.

Department Agent W. R. Ellwood has congratulated this district for the neat appearance of our "A" List. Other districts please note.

Our salesmen and agents are on the jump endeavoring to collect all accounts on their lists. A. C. A. Devlin, J. J. Rogers, A. M. Werner, W. H. McKnight, J. L. Cook, and H. F. Moore have 100% record for April.

Our Credit department is somewhat handicapped by the illness of Assistant Creditman J. B. Hise. We hope he will be with us in the near future.

As usual our statements were out on the third. Agent I. O. Taylor at Hurlock, Md., has resigned. He took the position when Agent A. F. Christopher went to military service, with the understanding that he would resign when Mr. Christopher returned. Mr. Christopher has returned from France, where he was in the fighting at Argonne, and has resumed his position as Agent at Hurlock.

H. E. Parks, Agent at Pocomoke, Md., resigned, was been succeeded by wagon driver W. C. Mariner. W. Jones, formerly clerk in the Lubricating Division, has returned from overseas and is now temporarily Clerk-Cashier at Pittsburg.

On May 15 the 28th Division—Pennsylvania's Own—held their parade. It was some "welcome home". Our Office was closed in order that everyone might see the parade.

On May 1, the Petroleum A. A. had a dance at the Ross Gardens of the Bellevue Stratford. Through the efforts of our Miss G. Leon the affair was a great success.

We note Dave Woodfall's "Old Man Perfection" in the Texaco Star for May. Well, fellows, he just had to get it off his chest.

Some of the young married folks in the Office have gone to housekeeping, Kelly and McAleer heading the list. Well, old boys, good luck; but how about a house warming?

Dan Killian has been receiving many telephone calls lately. Say, Dan, who is she? How soon can we expect it?

**NORFOLK DISTRICT.**—The following letter is from Salesman W. S. Davis, who recently resigned to take another position:

Roanoke, Va., April 30, 1919.

Mr. William Thompson, Supt.,  
The Texas Company,  
Norfolk, Va.

Dear Sir:—I have instructed Mr. Tate the very best I could. Have given him notes on a few prospects that I think can be closed when their present contract with competitors expires. I do not think I have overlooked anything that will be of assistance to him in getting the business. Mr. Tate has my best wishes, and I hope he will have this field 100 per cent Texaco in a short while.

I want to state again that I will never lose interest in Texaco products, and in my new field, if I can say anything or do anything towards helping The Texas Company secure business, it will certainly be a pleasure for me to do so.

I want to thank you again for being so nice to me, and again to state, as I did in my letter of

resignation, that my work could not have been more pleasant than it has been.

My very best wishes are with The Texas Company and all its employees, and I trust that the 300,000-gallon minimum which has been set will not only be reached but far exceeded.

With kindest regards for all, I am,

Yours very truly,

W. S. Davis.

W. E. Winslow, former salesman in Norfolk District, has been released from the army and is again on the road boosting Texaco.

J. H. Murfee (Pat) has rejoined our forces after some months in the Naval Reserves.

Before the next issue of the Texaco Star we expect to have many of our boys back with us who have been in overseas service. They were formerly the Norfolk Blues. We expect all of them, except one, to return to the District Office. Jesse Reed was killed in action about the first of this year.

Success does not so much depend on external help as on self-reliance.—Lincoln.

### CHICAGO DISTRICT



C. S. Klingler

C. S. Klingler, Agent of The Texas Company at West St. Louis Station, died at his home in Shrewsbury, Mo., after a short illness, on May 8, 1919.

C. S. Klingler, known among his associates as "Bob," entered the service of The Texas Company in connection with the construction of the Youngstown, Ohio Station, and was transferred to St. Louis to assist in the construction of the Barton Street

Station and the West St. Louis Station, and afterwards operated the West St. Louis Station as Agent.

He was 34 years of age, having been born at Turkey City, Pa., in 1885.

He was a member of the Masonic Order, Woodmen of the World, Friendship Society, and the Shrewsbury Improvement Association and Home Guards.

His genial nature made for him many friends in the community in which he lived and among his business associates. He leaves a wife and boy about nine years of age.

He was buried with Masonic honors on May 15, 1919, at St. Petersburg, Pennsylvania.

Returned to the Accounting Department from military service:

John Thomas, Army Motor Corps  
Walter Clair, Overseas  
Arthur Moser, Overseas  
L. P. Helnze, Overseas

John Thomas comes back announcing that he will buy "Mabel" a diamond ring. Is that right, "Red"?

## TEXACO STAR



Part of the truck fleet of the Taggart Baking Co., Indianapolis, Ind.—The Texas Company supplies their entire requirements for lubricants.

The thirteen trucks here shown are only a portion of their fleet as they operate 43 trucks and have a number of touring and salesmen's cars.

### ASPHALT SALES DEPT.

Under the direction of L. W. Kemp as Superintendent, the Southwestern Division of the Asphalt Sales Department has begun operations in Houston, Texas.

An article entitled "Cement-Concrete Base Proportions for Bituminous Pavements," by W. L. Hempelmann, Engineer in Asphalt Sales Department, appeared in a recent issue of the *Canadian Engineer*.

An article on "Bituminous Pavements," by A. R. Young, Engineer in Western Division of Asphalt Sales Department, was published in the May issue of *Highway Engineer and Contractor*.

Robert Donohue has resumed his duties in the New York Office after being discharged from the Army. He was a field clerk stationed at Hoboken.

Fred W. Cocks of the Eastern Division became a Benedict in May.

### EXPORT DEPT.

Louis Bonvalot, assistant director of the Cie. Lyonnaise de Madagascar, our agents in the distant island of Madagascar, off the coast of Africa, is now in New York and has favored us with several pleasant visits.

A. P. Huggins, who is a son of G. F. Huggins, representative of The Texas Company in Trinidad, is in New York familiarizing himself with Texaco Products with a view of pushing their sale in the Island of Trinidad upon his return. He served four years with the British, having seen service in France and Belgium, the two last battles of Ypres and the Northern German drive in 1918.

G. F. Huggins, who spent three weeks in New York, has sailed for Trinidad.



Sup't A. Phillips at Carnival time in Para, Brazil



R. Santos, of Export Department's Roofing Division

Mr. Santos writes: "Our object was to keep the Red Star and Green T in the prominence which it deserves. In our appearance in public we were recognized and greeted as Texaco's."

## TEXACO STAR

### PRODUCING DEPT.

General Superintendent  
C. P. Clayton of the Louisiana Division recently made

us a welcome visit.

Burt Warner, formerly in our Purchasing department, for the last two years with Unice Sam, is back with us again in the Engineering Division. Bert is certainly looking fine.

W. R. Thomas is back with the South Texas Division in charge of leasing and scouting, after an absence of ten months in the North Texas Division. He succeeds Lake Fowler who has gone into business for himself.

We have a postcard from Roy Samuelson, of the Wyoming Division, advising that he has arrived after two years in France and expects to be back on the job after a visit to his home at Boone, Iowa.

J. C. Thomas, Chief of the Warehouse Division, has been transferred to operating duties at Cisco, Texas.

Captain T. A. Spencer, our general Department Agent, has bought a new Dodge Bros. car. We suggest that on his initial trip with the new car everybody get on the roof. Not that we doubt the Captain's ability to handle her, but they do act rough sometimes.

### PIPE LINES

A Superintendents' Meeting of  
The Texas Pipe Line Company

was held at Houston on May 13-14. The meeting was attended by G. H. Speary and H. Fowle (Houston), J. C. Colligan and E. L. Sturm (Dallas), F. L. McDaniels (Ranger), J. G. Quinn (Wichita Falls), E. Auxter (Shreveport), and J. B. Alleman (Beaumont). Vice President J. L. Dowling presided. Others in attendance were E. H. Catlin, A. M. Donoghue, T. J. McMahon, T. J. Hannon, and J. H. Borchers. Numerous pipe line matters were discussed, and much benefit was derived from the meeting.

On Thursday evening a boat ride was taken on the Houston Ship Channel to Morgan's Point, where an excellent crab and fish dinner was served which was much enjoyed by all.

J. W. Morrow, formerly of the Houston Office, has been transferred to Dallas, where he will be Chief Clerk to General Superintendent J. C. Colligan.

"Let us confine the waving of the red flag to our railroad crossings."



Fort Worth Pipe Line Station under construction



Ray Cox, formerly telegraph operator for The Texas Pipe Line Company of Oklahoma at West Tulsa Station

"This photo was made while I was in the lines of No Man's Land on October 24, 1918, in the village Pauvres, and at this time shells were bursting in all directions. I am looking awfully bad in this picture, but I had been in Hell for about three weeks and I was almost dead. You will note that I am standing on a piece of skin. This is all that was left of a wagon and team which was struck by a large shell on the previous day."

In January 1919, while on the Western Front at Bernon Aube, France, Ray Cox received a letter reporting the death of his mother,—"the saddest news of all my life," as he says in a touching letter to his father which reveals all the piety, patriotism, and devoted love for family and home that characterize a true man and soldier.

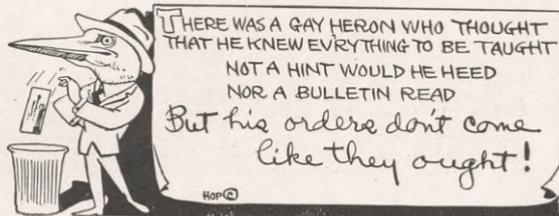
"It's much easier to lay plans than it is to hatch them out."

The easier it is to get a man to talk the harder it is to get him to quit.—Morse Dry Dock Dial.

## SUGGESTIVE INDEX OF CURRENT ARTICLES

THE MAIN INTEREST IS INDICATED BY CLASSIFICATION OR BRIEF COMMENT

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



**EXECUTIVE** Engineering—Organization, by J. J. Allison.—*Petroleum Age*, May 1919.

How departments of Doherty enterprises are coordinated to the advantage of the whole.

Holding Employes on the Job, by E. H. Fish.—*Industrial Management*, May 1919.

Cost Accounting to Aid Production.—VIII. Cost Accounting and the Sales Manager, by G. Charter Harrison.—*Industrial Management*, May 1919.

**PRODUCING** Use of the Spiral Plug in Shutting Off Water in Mid-Continent Wells, by H. B. Goodrich.—*National Petroleum News*, May 21, 1919.

Skill Needed to Build Concrete Tanks for Oil.—*Petroleum*, May 1919.

**REFINING** 23 Tests of Gasoline, No Two Alike.—*Petroleum Age*, May 1919.

**EXPORT** Export of Industrial Products, by Edward Prizer.—*Petroleum*, May 1919—Also *Oil News*, May, 1919.

Direct Selling in South America.—*Automotive Industries*, May 8, 1919.

Advertising Ideas to Sell American Goods Abroad, by Allen Sinsheimer.—*Automotive Industries*, May 22, 1919.

**SALES** Filling Station Psychology, by W. G. Williams.—*Petroleum Age*, May 1919.

**LUBRICATION** Mechanics of Lubrication, by Scientific Editor.—*Petroleum*, May 1919.

An extended article, probably very serviceable to lubricating engineers and salesmen.

**FUEL OIL** Physical Tests of Fuel Oil, by John W. Newton and F. N. Williams.—*Petroleum Age*, May 1919.

**GENERAL** Counteracting the Propaganda of the Irreconcilables, by Harry Tipper.—*Automotive Industries*, May 15, 1919.

Strong Tendency for Cooperation in Labor Ranks, by Harry Tipper.—*Automotive Industries*, May 22, 1919.

"Willingness of a Majority of Actual Workers to Join with Employers in Adjusting Differences and Adapting New Conditions Has Been Overshadowed by the Sensational Programs of the Radicals, Who Wish Only to Rule."

American Independent Petroleum Association—Proposed Constitution and By-Laws of Combined Leagues.—*Oil News*, May 20, 1919.



SOME power plant economies require a large initial investment. It takes some time before they begin to pay.

But when you can make a clear saving without spending any more—that's different.

Such savings are daily obtained with TEXACO LUBRICANTS. Texaco Lubricants cost no more because as a general thing it takes less of a Texaco Lubricant to do the same amount of work.

This is true because each Texaco Lubricant has a history of investigation and testing behind it, so that when one of our Service Men recommend a Texaco Lubricant for any purpose, you may be sure that he is giving you the right oil for the right place.

But the real saving is made in overcoming friction.

Take a reduction of 5 to 8 H. P. on a frictional loss for every 100 H. P. produced.

Think of the economy when that saving takes place—every day—every week—all through the year. That's what counts.

Thousands of engineers are doing it with Texaco Lubricants, and it is all because the Texaco Organization has the experience, knowledge, and equipment to supply you with the right oil for the right place ALL the time.

Suppose you show the "Boss" such a saving.

He will appreciate it.

## THE TEXAS COMPANY

NEW YORK

HOUSTON

CHICAGO



*Offices in Principal Cities*



*There is a Texaco Lubricant For Every Purpose*