

SECOND  
SECTION



12



4194

WAR SERVICE  
NUMBER

THE TEXACO STAR



EWING GALLOWAY

AMERICA . . . THE RAMPARTS WE WATCH

# THE TEXACO STAR

*War Service Number*



VOLUME XXIX

NUMBER 4—SECOND SECTION

"Experience is a Dear School" . . . . .	2
Our Thousands in Service . . . . .	3
Far East Invasion—Japanese Style . . . . .	4
Texaco Gets Top Award for Opera Broadcasts . . . . .	9
Texaco Launches a Tanker, Buys Five . . . . .	10
These Deserve Highest Honor . . . . .	11
Bishop, Air Marshal . . . . .	14
C. E. Woodbridge . . . . .	15
Millions From Salvage . . . . .	15
Employes Serving the Government . . . . .	16
We Can Afford 70 Billions, by Henry Morgenthau, Jr. . . . .	17
The U. S. Navy . . . . .	18
Money for Mars . . . . .	22
Star Close-Ups—"Families at War" . . . . .	23
Sentries on Home Sectors . . . . .	26
The War as We See It . . . . .	27
The U. S. Army . . . . .	30
Explaining the "Jeep" . . . . .	48
Forty Years of Dividends . . . . .	48

The front cover is adapted in part from a Texaco advertisement. Decorative illustrations in this issue are by Howard Sloane Zoll

## A PUBLICATION OF THE TEXAS COMPANY

AND ITS SUBSIDIARIES AND AFFILIATES

MEMBER, THE HOUSE MAGAZINE INSTITUTE,

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**THIS ISSUE  
OF THE TEXACO STAR  
is in two parts, of  
which this is the  
SECOND SECTION**



LIKE THE FIRST SECTION, issued early in April, 1943, this section honors the men and women from The Texas Company and its subsidiaries and affiliates—both in civilian service and in uniform—who are furthering the war effort. Copies of this War Service Number, besides going to employes and stockholders of The Texas Company, will be sent to former employes in the armed forces and to their families as well, to be preserved as mementos of the war.



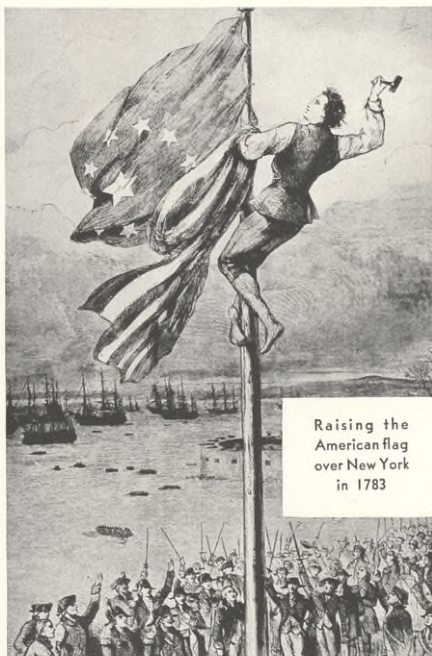
THIS 48-page Second Section is within the eight-ounce weight prescribed by the Post Office Department and the War Department as the maximum for mailing to men in service overseas, but it must be sent by first class mail under these regulations.



EARLY in the Spring, when Victory Gardens in the North were in the preparatory stage, 160 Texaco employes in the New York Offices at 135 East Forty-second Street were tilling or planning to till 1,145,005 square feet of ground. Most of them were using their own land. In The Texas Company Building at Houston, 383 employes weeded Victory Gardens already maturing.



"We learned one great lesson from the scrap drive that should be applied in future emergencies. It is that no matter how difficult your problem, if you will put it up to industry, industry will do the job."—Donald Nelson, as quoted from an address before the American Newspaper Publishers Association.



Raising the American flag over New York in 1783

THE BETTMAN ARCHIVE



"EXPERIENCE," said Poor Richard, "is a dear school, and none but fools will study there, and scarcely in that."

America is studying in the school of experience again, re-learning the principles of democracy. We did learn, when we went to school the first time, that not courage, ingenuity, and productiveness alone turned the tide of battle. We fought to attain liberties that were not material things, but freedoms of the mind and soul. We wanted to think and speak and write and worship as we pleased.

We were just a thread of population, an infant prodigy among nations, but from the genius that was granted us, on a new theory of government, we welded into one great group many people of dissimilar races and habits. We achieved from a series of political units a single nation, united under one flag and living at peace.

Presently we were a big country, with mountains full of ore, forests illimitable, and all kinds of wealth to be had just for the labor we knew how to do so well. And labor we did, without stint. Our haste to

When war waged its wide desolation,  
And threatened our land to deform,  
The ark then of Freedom's foundation,  
Columbia rode safe through the storm.

—COLUMBIA, THE GEM OF THE OCEAN



create and progress became a national trait. With our eyes on far horizons, we teamed our ingenuity with our natural riches. Necessity mothered invention and we prospered, forging ahead so fast that we scarcely watched the road before us and rarely looked behind, for there was no time.

Always it seemed more economical to discover the new than to husband the old—to live on our vast capital instead of existing on the interest, as we had learned to do before becoming dazzled by abundance. We burned forests to clear land, and wore out the land without replenishing its fertility. Then the soil became dust. We burned more forests until the forests, too, needed to grow again to supply our needs. We killed a buffalo for a single steak and watched buffalo become almost extinct. Until experience made us wiser, we let oil and gas gush unrestrained from the ground. We pointed with pride and saw little to view with alarm. We dozed at our desks in the school of experience.

The memories of our first lessons became dim in time, mere whispers in the night. When we fought for liberties of the heart and mind, we longed for nothing dearer than these. After we gained them, we took for granted that they would always remain ours. Then came a sudden awakening and we found them slipping from our grasp. We have even given some of them up voluntarily in this most intense of wars, trusting that we will win them back.

Our enemies have been studying in the school of experience, too. They have patched and hoarded and saved to wrest our wealth from us so they themselves might prosper, not on our formula of "one nation indivisible, with liberty and justice for all," but on the very principles we rejected in the first place. We are fighting a war the hard way again. As we save and spend unmercifully, taking precious time now to retrace the paths of patriotism, loyalty, and national unity through which we came to greatness, we find the school of experience a dear school indeed.

While we plan the post-war world, may we keep in mind that for it to remain a post-war world we must remain on guard, not only against others, but against ourselves.

# OUR THOUSANDS IN SERVICE

THE STARS on our service flag, computed as of early April, are a conservative symbol indeed of the contribution made by The Texas Company and its subsidiaries and affiliates to the armed services of the United States.

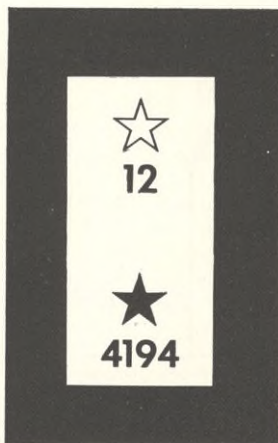
The number 4,194 refers only to former employes of these companies in the United States armed forces. The number 12 indicates members of United States forces only who have lost their lives while in uniform.

The Texas Company with its subsidiaries and affiliates has more than 5,000 employes under arms in the Allied nations throughout the world. In all, 36 employes of these companies, plus an unrevealed number on tankers under domestic or foreign registry, have given their lives in this war.

By the time this Second Section of the War Service Number reaches its earliest readers, the number of men under arms may well be several hundred beyond the figure shown on our service flag.

Of the 12 men from the United States forces who have lost their lives, 10 were employes of The Texas Company itself. Two were employes of The Texas Pipe Line Company, a subsidiary.

Others who gave the supreme sacrifice under United Nations auspices were employes of subsidi-



aries and affiliates in Great Britain, France, Belgium, Africa, and the Far East—most of them under the flags of their homeland, but some, perhaps, civilians caught in the tide of invasion by the Axis forces.

These and many other employes who have been affected by the misfortunes of war—persons who are missing, who are prisoners of war, or who are interned by the enemy—are listed on page 11.

For comparison, at about the same period in the first World War, 2,419 men from The Texas Company were in uniform.

The companies that have contributed to our star-spangled service flag are as follows:

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## ★ Employees in the armed forces of the United States in early April, 1943

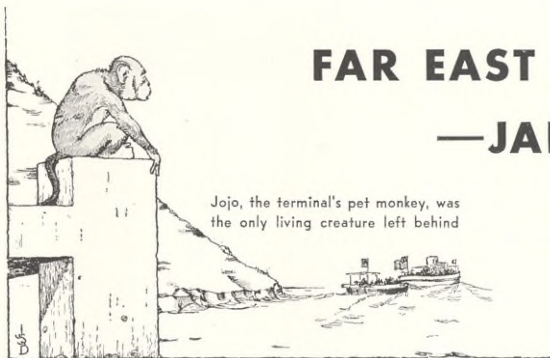
THE TEXAS COMPANY (including wholly-owned subsidiaries operating in the United States).....	3,932
FOREIGN SUBSIDIARIES (operating outside the United States).....	28
<b>Affiliated Companies—Domestic</b>	
TEXAS-NEW MEXICO PIPE LINE COMPANY.....	58
THE TEXAS-EMPIRE PIPE LINE COMPANY.....	15
KAW PIPE LINE COMPANY.....	37
<b>Affiliated Companies—Foreign</b>	
THE BAHREIN PETROLEUM COMPANY LIMITED, AND CALIFORNIA TEXAS OIL COMPANY, LIMITED.....	102
CALIFORNIA ARABIAN STANDARD OIL COMPANY.....	9
N. V. NEDERLANDSCHE PACIFIC PETROLEUM MAATSCHAPPIJ.....	3
COLOMBIAN PETROLEUM COMPANY.....	10

# FAR EAST INVASION

## —JAPANESE STYLE

War Struck at the California Texas Oil Company, Ltd. While Pearl Harbor Was Still Aflame

ILLUSTRATIONS BY  
J. S. BRENNEMAN



THREE Japanese bombers came swooping low over the Chinese coast near Hong Kong Island. Their guns were silent and they dropped no bombs. As they passed over the Caltex terminal at Tsun Wan, a shower of leaflets floated down, encouraging Indian and Chinese employees to join the Japanese forces.

From Hong Kong, 15 miles away, came the rumble of explosions. Fifteen Japanese bombers hovered in the sky over the city.

This was five minutes to eight on Monday morning—December 8, 1941. In Hawaii, it was the afternoon of December 7. Pearl Harbor was still smoking under Japanese attack.

Caltex's Hong Kong Terminal Assistant, lanky, black-haired Shanghailander J. S. Brenneman, had just given permission to a busload of emergency police to sign a chit (Chinese IOU) for some petrol. Whether the chit was ever collected, no one knows. The Japanese planes sent the terminal staff headlong to pull the electric switches and scurry for cover.

The oil tanks at the terminal sat on the top of a hill, sloping down to the offices and the wharf. If bombs should strike, the Caltexians knew, flaming oil would come pouring down the slope at them.

The hour of 7:55 was a symbolic one in the Japanese schedule for conquest of the Pacific. City after city awoke for the day's work to find Japanese bombers overhead—Honolulu, Hong Kong, Singapore. Hong Kong citizens, to be sure, were not unaware that trouble was brewing. For weeks Japanese patrol boats had ringed their harbor. Thirty ships had left Hong Kong only the day before, and scattered to reach safer harbors in the Pacific. Several Caltex employees, who were qualified for membership by being British subjects, had been called up for the Crown Colony's defense corps.

Caltexians had previous experience with Japanese invasion. Brenneman had lately arrived from the Jap-

battered city of Shanghai, and recognized the silhouette of a Japanese bomber when he saw one. Another employe, Marketing Assistant J. W. Powell, had landed from Jap-held Tientsin on December 7.

"We 'foreigners' in the Far East had always discussed among ourselves what to do if trouble came," says Brenneman, "and it was pretty well understood that we wouldn't leave anything for the Japs—if we could help it."

During the first day of their attack, the Japanese advanced 16 miles into the hills surrounding the Tsun Wan terminal. Small caliber shells began to land around nearby Tsun Wan village. Large shells from the Hong Kong defenses whistled overhead and exploded beyond the ridges.

Between air raids, the terminal staff packed files, personnel and stock records, and blueprints of the plant, ready to be taken back to Hong Kong. All other records they destroyed.

At midnight, a tug and two lighters pulled up at the wharf. They had come from Hong Kong, with instructions from Caltex's Hong Kong District Manager, C. J. Livingston, to bring back as much stock as they could to the godowns (warehouses) in the city. Under cover of night, while Tommy gun and rifle fire sounded inland, coolies loaded one lighter full of gasoline in tins. By dawn, the workers were exhausted and hungry. The lighters left for Hong Kong.

What remained of the oil stocks had to be abandoned. By the middle of the morning shellfire was heavier. A military messenger on a motorcycle warned the staff to leave at once if they wished to escape.

At 11:15 the launch pushed off, towing a lighter loaded with all the native staff who could be found and their belongings. Doors and safes at the terminal were left open, with files, records, and office machines removed. Military sappers had laid dynamite

throughout the terminal. Gasoline tins were packed around the charges to insure fire if the dynamite exploded.

The only living being left behind was Jojo, the pet monkey. Jojo was turned loose before the launch left. He followed the boat along the shore as far as he could, and then fell behind.

The launch had just begun to pull across the harbor when dive bombers attacked a nearby British gunboat. To get out of the line of fire, the Caltexans tied up for a while alongside company godowns at Gin Drinker's Bay. When they reached the heavily-bombed stretch of water between Stonecutter's Island and Hong Kong's Admiralty Docks, another air raid struck. Rule was that in air raids all craft in the harbor should come to a halt. But the launch, with its precious cargo in tow, plowed on through to the Hong Kong waterfront.

Through the streets of Hong Kong, people were walking around as they always did. Only a slightly faster step betrayed their concern with the war.

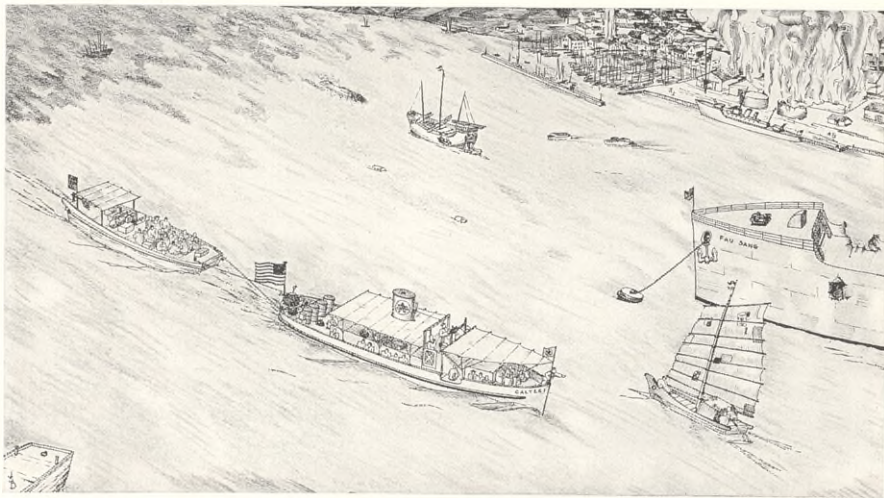
In the next few days, under Jap siege, Hong Kong became a hysterical city. Up and down the five-mile by quarter-mile business district, built to accommodate no more than 1,200,000, wandered 2,000,000 bewildered Chinese, many of whom had fled from the country territories now held by the Japanese. Under incessant bombing and shelling, many were killed, others left without food or shelter. During the siege, the water supply of Hong Kong—the name of the city, ironically, means "sweet streams"—broke down completely, adding to the misery. Electricity

went on and off. Sabotage by Jap-loyal Chinese within the city helped wreck supply systems. Food became so scarce that desperate natives were forced to cannibalism.

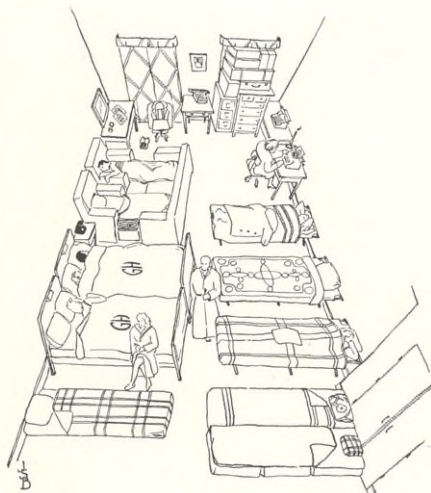
Job of the Caltex men during the siege was a big one. Oil from the Hong Kong stocks had to be supplied to the defenses under the utmost difficulty. One early attempt was made to get back to the Tsun Wan terminal, during a fog, for more stock—but it was too late. The neighborhood was already being shelled. Long later, smoke rose on the horizon toward the terminal. A native from the staff who made his way to Hong Kong said that the refined oil godown had burned and Japanese had taken possession of the plant.

Caltex's Hong Kong offices were ordered evacuated on December 12 so they could be used by the British for defense purposes. Files and records still had to be straightened out, however, and inventory was being made of stock and equipment turned over to the defense. So the work was carried on in Room 505 in the Gloucester Hotel.

New Caltex headquarters was a regular-sized hotel room, with twin beds, a sofa, and a bath. Before long, it became not only a business office but living quarters for the entire 13 "foreigners" who comprised the Caltex staff and families remaining in crowded Hong Kong. Till then, most of them had bunked together in the apartment of District Manager Chris Livingston. When they came home to Livingston's flat one afternoon and found a machine gun nest on the roof, they moved.



The launch, with a lighter in tow, plowed on to the Hong Kong waterfront



Room 505 was living quarters and a business office for 13 persons

At the Gloucester Hotel, four women occupied the two beds, one more woman insisted on sleeping on the floor. The men found spots for themselves on the floor or on cots. Windows were barricaded at night with ledgers and filing cabinets. To amuse themselves and keep up morale, the men and women formed themselves into a club called the "Barricaders," and put out a little pamphlet-newspaper under the same name.

From the balconies of the hotel and from the roofs of other buildings, the "Barricaders" could watch the bombing and shelling of the city. The attackers were still invisible in the hills, but their shells would come whining overhead and explode directly on their targets.

"Shelling by the Japs was incredibly accurate," says Powell. "They seemed to know exactly where each target was and shoot directly at it. In one shelling of the fort on Mount Davis, we counted 108 out of 110 shells hitting their target—a harmless-looking old gray house."

Watchers on the roof could also see, sailing across from the mainland to Hong Kong, the Japanese boat bearing the sign "Peace Mission." The boat was sent back with the Governor's defiant reply "Go to hell." After that the city shivered under Jap shelling. Finally, the first Japanese landing parties came across. Standing on the roof, glasses in hand, the Caltex "Barricaders" saw the first landing barges—closely resembling the ones from which American marines later landed on Guadalcanal—and saw tugs pull in

troop-filled lighters until at least 6,000 Jap soldiers had entered the city.

Late Christmas afternoon, the Crown Colony of Hong Kong surrendered to the enemy.

On January 5, by order of the commanding general of the Japanese Army, all citizens of countries at war with the Axis gathered on Murray Parade Ground in downtown Hong Kong to be interned. Caltexans Brenneman, Livingston, Powell, J. C. Davis, and E. H. Fendlason reported, each carrying a suitcase and two blankets, and marched in a group of 164 men, women, and children down a dark and dirty alley to a fourth-rate brothel, the "Stag Hotel." This was their residence, under guard, for the next two weeks.

The Stag Hotel was a crowded place. The five Caltex men shared a room. Three of them slept on the only bed—an opium bench. Two shared a mattress on the floor. Cockroaches, bedbugs, and rats ran over them at night. Water was scarce; the one toilet on each of the three floors often could not be flushed. Food provided by the Imperial Japanese Government was meager—a bowl of rice twice a day with small amounts of poorly cooked fish and very questionable meat.

How festive was the board at the Stag Hotel can be judged from the fact that it took only three and one-half minutes for all 164 internees there to pass through the chow line twice. Internees who tried to negotiate for better treatment were slapped, pushed about by the guards, and hit with sabers.

This was not the only privation the men were to undergo before their long internment ended. On January 22 all 164 of the Stag Hotel guests were marched, along with folks interned in other hotels, down to junks waiting in the harbor. The junks were towed around to the south side of Hong Kong Island, to the barren prison peninsula of Camp Stanley. Here they were held until June 29.

Not Stanley Prison itself, but the wardens' quarters and a nearby school, were the internees' quarters. Camp Stanley needed much labor to get it in order. Bodies of soldiers lay unburied since the siege had ended; graves had to be dug for them. During the first day there, the Caltex men came across the grave of the Tsun Wan Terminal Superintendent, S. D. Gerzo, a British subject, who had been called into the defense forces just before the Jap invasion.

Under the meager ration of food allowed them by the Japanese, the lack of water, unheated quarters, and sketchy medical care, many internees dwindled to skeletons during their Camp Stanley days. Some died of malnutrition. Livingston's jaws grew so sore from lack of solid food to chew that he feared he might lose all his teeth.

Prison etiquette when meeting a Japanese was to remove the hat, place heels together with hands along the pants seams, and bow low from the waist. Nineteen Americans and British were lined up one morning and slapped by a Japanese officer and his aides as punishment for looking down at the Japanese flag flying on some buildings below.

Meantime, Caltex employes in other parts of China had also been interned. One lucky man was G. K. Fitch, who handled lend-lease shipments in Rangoon. Fitch escaped to upper Burma just before the Japanese arrived, and finally left through India a few steps ahead of the invaders.

At Tsingtau, in Shantung Province, Jap plans were carried out much more neatly. Tsingtau had been occupied by the Japanese since their invasion in 1937. For four years "foreign" firms had continued to do precarious business under the hamstringing of Japanese military occupation. F. G. Keefe was District Manager here for Caltex.

On the morning of December 8, most of the "foreigners" were handed neat mimeographed slips which had been made out in advance, informing them that war had begun and advising them to stay in their

homes. The mimeographed dateline read "December —, 1941," and the blank space was freshly filled in.

Keefe was already on his way downtown when Jap marines arrested him. Along with 29 other men and one woman, he was put in a prison consisting of one large unheated room. The prisoners sat side by side on benches in the cold, not allowed to talk to one another, to lie down, or even to move. Worst of all, as days went by, was the lack of food.

To intimidate the prisoners, one at a time (two each day) would be taken outside for lengthy questioning. Those inside sometimes heard shots fired—probably for dramatic effect, because the prisoner always came back alive. When Keefe's turn arrived to be led outside, a burly Jap sergeant kept a loaded revolver pointed at him, and accused him of being a spy and a Government agent. Keefe's every answer was called a lie. To prove that he was lying, he was taken to his office to go through his files. The files revealed nothing incriminating, and Keefe went back to prison.

After a month in the dirty room, the prisoners were shifted to a house. This they were allowed to keep clean and manage as they wished. At times



Five Caltex repatriates; four were prisoners of the Japanese, one escaped: standing, left to right, J. S. Brenneman and J. W. Powell; seated, C. J. Livingston, F. G. Keefe, and G. K. Fitch

they managed to get a short exercise period, which lengthened as time went on. Now and then they caught a glimpse of their neutral friends on the outside, who were allowed out of their homes for a few hours during the day.

Friends outside were allowed to send them food. The guards were suspicious, however, and to make sure no messages were smuggled in, they stirred each dish with their bayonets until it was a cold and unappetizing pulp. There was no freedom in the house,

for along with the 31 internees lived 27 guards, who kept the house brilliantly lighted all night and spent much of their time drunkenly clumping through the rooms in their hobnailed boots.

Brutal treatment by the guards, both here and at Camp Stanley, was avoided as long as each prisoner stayed with the crowd and was careful not to become conspicuous. But the Japs went out of their way to boast of their country's Pacific conquests, and gave their prisoners plenty of object lessons. One guard particularly liked to drag in some innocent Chinese who might be passing and beat him viciously while the internees watched.

June 6, Keefe and his fellow prisoners were rounded up on a ship and taken to Shanghai where they were interned in the run-down and neglected Columbia Country Club. Then, one rainy day at the end of June, they boarded the Italian liner *Conte Verde* for the exchange port of Lourenço Marques, Portuguese East Africa. The internees from Camp Stanley sailed from Hong Kong on the Japanese steamer *Asama Maru*—Livingston, Brenneman, Fendlason, Powell, and Albert Fitch, brother of George Fitch, as well as H. L. Sun and W. S. Lee and family, Chinese Americans who had not been interned with the others. The *Asama Maru* joined the *Conte Verde* just outside Singapore, and the two liners proceeded together, always in sight of each other, to Lourenço Marques, where the exchange was made for sleek, well-fed Japanese nationals from the United States. The Caltexans arrived in the United States on August 25, 1942, aboard the famous *Gripsholm*.

Following their arrival in the United States, the



The guards searched all incoming food for messages

Caltexans were given a six months leave of absence for a reunion with their families and to gain back the weight they lost on internment rations. Six months was too long, however, for most of them to wait to get back on the American end of the Far East fighting line, and several returned to work much sooner. Ed Fendlason, Jack Brenneman, and Frank Keefe are now in the New York offices of California Texas Oil Company, Limited. Chris Livingston has already returned to the Far East

to be Manager in Ceylon. Walt Powell is a lieutenant in the Navy. George Fitch is working on the Near East and Far East Distribution Committee. Albert Fitch has a job with the Bureau of Economic Warfare which will take him back to Kunming, China, very shortly. Doherty, who is a Canadian citizen, expects momentarily to join the Canadian armed forces. Sun is attached to the Petroleum Administration for War in Washington; and Lee is finishing up his well-earned vacation on the West Coast with his family.

—D. J.

\* \* \*

On December 7, 1941, Netherlands Pacific Petroleum Company had, either in the Netherlands East Indies or en route there, 37 American employes. There were in the Netherlands East Indies eight American wives of employes and four children. Netherlands Pacific is jointly affiliated with The Texas Company and Standard Oil Company of California.

Steps were immediately taken to remove the American families to Australia. Three of the wives soon left Australia for the United States, and the other women and children remained for a time in Australia before proceeding home.

Operations in the Netherlands East Indies were immediately curtailed sharply, and it soon became apparent that they would have to be suspended entirely. A group of 16 men agreed to transfer from Netherlands Pacific to California Arabian Standard Oil Company, and this group departed from Batavia, Java, to Saudi Arabia early in February. Their ship was torpedoed in the Java Sea a short distance from

shore. All the men were saved, and 11 of them subsequently proceeded by boat from Java to Saudi Arabia and arrived safely.

Two of the American employes who remained were commissioned in the United States Army in the Netherlands East Indies during January, 1942. Fairly recent information indicates that these men, Major Hugh E. Thompson and First Lieut. Richard H. Hopper, are still in the South Pacific theater of operations.

The other American employes of Netherlands Pacific reached the United States safely, and one of them, E. R. Black, entered the United States Army.

The only American employe of Indian Oil Concessions Limited in India on December 7, 1941, was Chief Geologist M. E. Hoover. Indian is also a 50-percent affiliate of The Texas Company. With his wife, Mr. Hoover sailed from Bombay on January 2, and the voyage was uneventful. From Capetown to Trinidad their voyage to the United States was also without incident, but their ship was torpedoed off the eastern coast of the United States, and Mr. and Mrs. Hoover were 41 hours in a lifeboat before being picked up and brought to shore, where they recovered rapidly.

## Texaco Gets Top Award For Opera Broadcasts

President W. S. S. Rodgers receives from Mme. Yolanda Mero-Irion the Women's National Radio Committee award to Texaco's Metropolitan Opera broadcasts, "the musical program which has best served the war effort during the past year." Edward Johnson, manager of the Metropolitan, at right



**T**HE RADIO program that has done the most to help win the war during the past year was The Texas Company's broadcasting of the Metropolitan Opera on Saturday afternoons over the Blue Network, the Women's National Radio Committee believes. This organization, representing most of the important women's associations of America, with a combined membership of 17 million, recently gave first place to the Texaco program as a result of its ninth annual nation-wide poll. The announcement was made as the broadcasts finished their season late in April with *La Traviata*. Mme. Yolanda Mero-Irion, founder and chairman of the Women's National Radio Committee, announced the award and President W. S. S. Rodgers acknowledged it for The Texas Company.

One of the features of each Saturday afternoon radio show has been a "Victory Rally" during one of the intermissions, at which prominent leaders of the United Nations made addresses.

"These rallies," said Mme. Irion on the air, "have done much to symbolize the spirit and ideals of the

United Nations. But a still greater reason lies in the fact that the preservation of high cultural standards in wartime is in itself a service to humanity. For bringing beautiful music to millions of Americans far distant from music centers, for familiarizing those who cannot attend with the operatic repertoire, and thus contributing to American morale, The Texas Company has definitely furthered the war effort."

"We of The Texas Company," responded Mr. Rodgers, "have felt a deep sense of responsibility in sponsoring such a program as the Metropolitan Opera. We have felt that these Saturday afternoon broadcasts of opera were of important cultural value to the entire country. We have felt, too, a responsibility in speaking to this great public during the intermissions and in bringing important messages from great leaders of the United Nations. It gives me very great pleasure, therefore, to accept this award on behalf of The Texas Company and to express to the Women's National Radio Committee our thanks."

# TEXACO LAUNCHES A TANKER, BUYS FIVE

**E**ARLY last year, three Texaco tankers were launched in three months. When one of these three was christened, a tanker for another oil company slid into the waters of the same shipyard only 20 minutes later. That hadn't ever happened before.

Texaco had placed orders for more tankers before the triplets of 1942 were put in service, and on March 23, this year, three sleek tankships hit the waves in the Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania, only eight minutes apart. That set another record for America's shipbuilding—the largest mass launching of tankers in history. For a brief interval, work in the shipyard was halted so workers could look on.

The keel of The Texas Company's *S. S. Georgia* had been laid only 112 days before. The vessel was sturdily built and was fitted with more protective guns than were on earlier wartime tankers. The two other ships, the *Churubusco* and the *Buena Vista*, were built for the Maritime Commission and have been purchased by The Texas Company.

Mrs. Minnette McFarland, wife of Ira McFarland, Texaco's Comptroller and oldest employe in point of service, christened the *Georgia*.

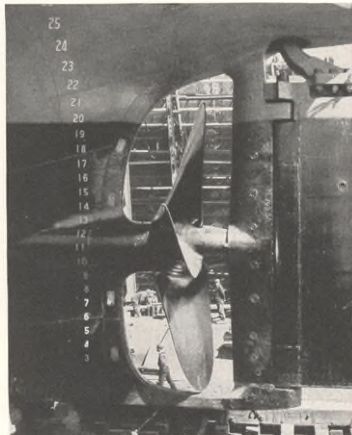
Within a few weeks after the record launching, the Company took delivery of three sister ships of the *Churubusco* and *Buena Vista*—the *Vera Cruz*, *Cerro Gordo*, and *Contreras*.



(Left) Ceremonies attending the launching of the *Georgia* and the two other ships were witnessed by 33,000 shipyard workers

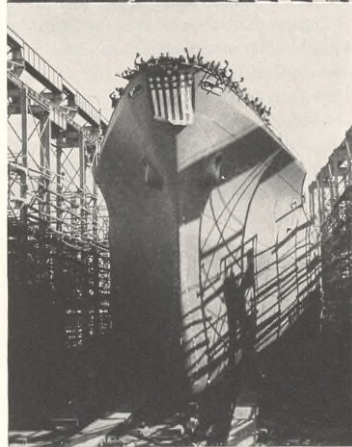
(Right) The *Georgia's* single screw can propel her over the water at high speed. Its size dwarfs the workman walking behind it

PHOTOS BY R. I. NESMITH



(Left) Mrs. McFarland breaks the champagne bottle on the *Georgia's* bow, aided by John G. Pew, Jr., shipyard official, and Mr. McFarland

(Right) The graceful *Georgia* glides down toward the waters of the Delaware River as early Spring sunlight bathes her warpaint



**THESE DESERVE**



**HIGHEST HONOR**

**KILLED IN ACTION OR DIED IN SERVICE**

*Unless otherwise identified, names are those of employes of The Texas Company*



**HAROLD ADAMSON**

**HAROLD ADAMSON**, Office Boy, Lockport Works, was killed in action while aboard an aircraft carrier. His name is in gold on Lockport's honor roll.

**JOHN E. ALBERTSON**, Recap Clerk, Caltex Limited, Wellington, New Zealand, killed in an aircraft accident on December 4, 1942 while in active service with the Royal New Zealand Air Force.

**ARTHUR E. BARNES**, Clerk, Caltex Limited, Sydney, Australia, was killed in action.

**JAMES V. BARR**, The Texas Pipe Line Company, Oklahoma Division, was killed June 15, 1942. The cause of death is unknown.

**JACK BISHOP**, formerly an employe of Caltex Limited, Sydney, Australia, was killed in action February 14, 1942 while serving as a sergeant in the Australian Air Forces.

**FUSILIER WILLIAM ALFRED BISHOP**, Garage Assistant at Dagenham for The Texas Oil Company, Ltd. (England), was one of a battalion of British fusiliers. He was killed in action in the Middle East March 16, 1941.

**SERGT. WILLIAM DESMOND BLACK**, The Texas Oil Company, Ltd. (England), was in the Royal Air Force, was reported missing October 29, 1941, as a result of air operations in the Middle East, and was later presumed to have lost his life.

**K. CANCHON**, Societe des Raffineries de Petrole de la Gironde, France. Date and place of death unknown.

**JOSEPH COOPER**, The Texas Oil Company, Ltd. (England). Killed in an air raid September 7, 1940.

**QUARTERMASTER SERGT. GUSTAVE FRANCOIS CREMERS**, The Texas Company Societe Anonyme Belge (Belgium), was killed in action at Maldegem in May, 1940.

**GEORGES-ALBERT DAVENES**, The Texas Company Societe Anonyme Belge (Belgium), lost his life June 8, 1940, at Maastricht.

**LIEUT. (J.G.) JAMES RAY DAVIDSON**, Refining Department, Port Arthur Works, United States Navy, died in an airplane crash at Madisonville, Texas, February 16, 1943.

**P. G. S. DU PREEZ**, Salesman, Caltex (Africa) Limited, was killed in an airplane crash January 1, 1943.

**ROBERT M. FARIS**, Chemical Engineer, Beacon Laboratory, in the United States Army Chemical Warfare Service, was killed in an airplane crash in Australia, December 31, 1942.

**S. D. GERZO**, Acting Terminal Superintendent, The Texas Company (China) Limited, was killed in action on or about December 24, 1941, while manning a machine gun with the British forces defending Hong Kong.

**JOSEPH P. GREEN**, Port Arthur Works, Refining Department, died of illness while in training, August, 1942. He was a son of Maurice Green, also an employe of Port Arthur Works.

**CAPT. N. H. HILLER**, Technical and Research Division, Refining Department, died June 8, 1941, of carbon monoxide poisoning while repairing his automobile. A World War veteran, he re-entered service in the Armed Force Replacement Division, Fort Knox, Kentucky, as an instructor.

**G. JUILLARD**, Societe des Raffineries de Petrole de la Gironde, France. Date and place of death unknown.

**RONALD STEWART KNAUS**, State Superintendent, Lower New York State, Sales Department, New York District, later a gunner in the U. S. Marine Corps, was killed July 22, 1942, near San Diego, California, when the jeep in which he was riding collided with another automobile and overturned.

**J. LAPORTE**, Societe des Raffineries de Petrole de la Gironde, France.

**2ND LIEUT. LOUIS EDWARD MACHALA**, The Texas Pipe Line Company, Houston, died in a U. S. Army airplane crash near Casper, Wyoming, February 23, 1943.

**CAPT. A. V. MACKRODT**, formerly a Sales Supervisor in the Marketing Department, Calcutta District Office, Caltex (India) Limited, died May 22, 1942.

LEO C. MEACHEN, Clerk, Caltex Limited, Wellington, New Zealand, was killed in action July 15, 1942.

L. V. MILNE, Caltex (Africa) Limited, was killed in naval action April 5, 1942, while serving aboard H. M. S. *Dorsetshire* when she was attacked and sunk in the Indian Ocean by Japanese aircraft.

HENRY F. MYLES, Salesman, Caltex (Africa) Limited, attached to the Royal Air Force, was killed in an airplane accident June 15, 1942.

MALCOLM A. NIDDIE, formerly Assistant to Purchasing Agent, Caltex (Africa) Limited, Capetown, was killed in action in Egypt June 15, 1942.

JOHN JAMES PALMER, Sales Department, Chicago District, was killed in an automobile accident February 12, 1943, while on leave.

GEORGE DENNIS PEARL, The Texas Oil Company, Ltd. (England), was killed in an air raid September 7, 1940, while on home leave from the British armed forces.

HENRY JAMES POULTER, The Texas Oil Company, Ltd. (England), an employe working under jurisdiction of the Petroleum Board, was killed April 19, 1941.

JOHN S. POYNTZ, Caltex Limited, Sydney, Australia, enlisted with the Australian Imperial Forces and was killed in action in the Middle East October 31, 1942.

ARSENE RENWART, The Texas Company Societe Anonyme Belge (Belgium), on the staff of a battalion of engineers, died June 8, 1940.

ELBERT SALYERS, Refining Department, Pryse Works, Kentucky, died while studying for service with the U. S. Army Signal Corps October 17, 1942.

RONALD B. SCUTTS, Clerk, Caltex Limited, Sydney, Australia, an officer in the Royal Australian Air Force, died June 27, 1941, from wounds received in action.

HENRY T. SKILLMAN, City Salesman, Caltex Limited, Sydney, Australia, was killed in an airplane crash January 28, 1941.

CAPT. RICHARD YEATER STAFFORD of the U. S. Marine Corps, former Roustabout, South Texas Division, Producing Department, enlisted October 24, 1940, the first to enter military service from his division, and was killed in action in the South Pacific.

H. R. S. TREACY, Office Boy, Caltex (Africa) Limited, was killed in an airplane crash January 3, 1943, while on active service with the Royal Air Force.

LEO JAN TROCH, The Texas Company Societe Anonyme Belge (Belgium) died May 23, 1940, at Terneuzen, Zealand, Netherlands.

KEVIN G. TURNBULL, Junior Stock Clerk, Caltex Limited, Sydney, Australia, killed in action in March, 1943.

MAJ. GEORGE K. VARNFIELD, Sales Supervisor at Pretoria for Caltex (Africa) Limited, was in the South African Field Artillery and was killed in action September 24, 1942.

ROYCE DESMOND WOOTEN, Laborer, Port Arthur Works, was killed in action in New Guinea February 21, 1943.

——— (name withheld), a heroic Frenchman who escaped to England, joined one of the Free French air squadrons attached to the Royal Air Force, was lost in air action in May, 1942.

## MISSING

A. P. BOWDEN, Clerk, Caltex Limited, Sydney, Australia.



ORIE B. WEEKS

L. J. HOLDAWAY, Country Salesman, Caltex Limited.

W. H. MOON, Assistant Creditman, Caltex Limited.

DAVID R. TAYLOR, City Salesman, Caltex Limited, Sydney, Australia.

A. G. TILY, Freight Clerk, Caltex Limited.

ORIE B. WEEKS, Port Neches Works, Refining Department.

## PRISONERS OF WAR

HUGH E. BRANCH, Truck Driver, Cut Bank District, Producing Department, was on Bataan Peninsula, Philippine Islands, and was reported by the War Department "missing in action" as of the date of the evacuation of Bataan. Later reported a prisoner in the Philippines.

SERGT. OTTO DEJONG, JR., Clerk, Archer-Pitney Bulk Station, Chicago, Sales Department. Enlisted in the Army's Chemical Warfare Service in June, 1941, and was presumably captured during or after the Battle of Corregidor.

CAPT. ALBERT E. DURIE, Civil Engineer, Houston Works, was transferred to the Philippines before Pearl Harbor after receiving his training in the United States. He was promoted to a captain after several battles in the Philippines, was listed as missing after Corregidor, and has since been reported as a prisoner.

G. T. RUSSELL, Sales Assistant, Caltex Limited, Sydney.

H. G. STEWART, Marketing Assistant, The Texas Company (China) Limited, a prisoner of war in China.

## INTERNEED

### Interned in the Philippines

W. L. ARCHER, Marketing Assistant, Caltex (Philippines) Inc.

J. M. CLELAND, District Manager, Caltex (Philippines) Inc.

S. FELDMAN, General Accountant, The Texas Company (China) Limited.

F. X. HODGSON, Apprentice Operator, The Bahrein Petroleum Company Limited.

G. I. HOLLOWAY, Apprentice Operator, The Bahrein Petroleum Company Limited.

W. E. JENSEN, Traveling Accountant, Caltex (Philippines) Inc.

W. O. KRAUSE, Accountant in Training, The Texas Company (China) Limited.

JOHN LAPHAM, Foreman Service Department, Caltex (Philippines) Inc.

MRS. A. M. LONBORG, Payroll and Confidential Clerk, The Texas Company (China) Limited.

R. W. MANN, Stock Section Accountant, The Texas Company (China) Limited.

MISS CONSUELO MARCAIDA, Clerk, Caltex (Philippines) Inc.

W. MAYGER, Supt. Sales Prom., Caltex (Philippines) Inc.

J. J. McLACHLAN, Marketing Assistant, The Texas Company (China) Limited.

W. E. MURRAY, Assistant Manager, Caltex (Philippines) Inc.

J. F. PERRINE, Terminal Superintendent, Caltex (Philippines) Inc.

H. B. PUTNEY, Traveling Accountant, Caltex (India) Limited.

R. E. RUNYON, Credit Manager, Caltex (Philippines) Inc.

P. H. SANDERS, District Manager, Caltex (Philippines) Inc.

D. H. SCOTT, Apprentice Operator, The Bahrein Petroleum Company Limited.

L. L. SELF, Marketing Assistant, Caltex (Philippines) Inc.

A. T. SMITH, Storekeeper, Caltex (Philippines) Inc.

W. H. SMITH, Chief Accountant, The Texas Company (China) Limited.

F. H. SYKORA, Traveling Auditor, California Texas Oil Company, Limited.

A. F. WALKER, Chief Accountant, Caltex (Philippines) Inc.

W. R. WILLIAMS, District Manager, Caltex (Philippines) Inc.

MRS. S. J. WOLFF, Confidential Clerk, Caltex (Philippines) Inc.

#### Interned in China

H. A. BIELING, District Manager, The Texas Company (China) Limited.

S. E. CULL, Terminal Superintendent, The Texas Company (China) Limited.

R. A. DICK, Apprentice Operator, The Bahrein Petroleum Company Limited.

F. C. FLETCHER, Machinist, The Texas Company.

N. A. GORMAN, Marketing Assistant, The Texas Company (China) Limited.

A. J. HODGES, Acting Terminal Superintendent, The Texas Company (China) Limited.

ARTHUR JONES, District Accountant, The Texas Company (China) Limited.

MISS M. G. ROBINSON, Code and Cable Clerk, The Texas Company (China) Limited.

G. O. ROCKHOLTZ, Marketing Assistant, The Texas Company (China) Limited.

L. Y. SAUNDERS, Marketing Assistant, The Texas Company (China) Limited.

A. F. SHOEMAKER, Accountant in Training, The Texas Company (China) Limited.

MRS. DOROTHY WATTS, Payroll Accounting Clerk, The Texas Company (China) Limited.

The nine employes of The Texas Company (China) Limited, who were interned at Stanley Prison, Hong Kong, December, 1941, and repatriated in August, 1942, are accounted for in the story "Far East Invasion—Japanese Style" which begins on page 4.

#### Interned in Turkey



N. J. BROWN, JR.

LIEUT. N. J. BROWN, JR., Tank Truck Operator, Corpus Christi Bulk Station, who was one of a party of flyers who bombed Rumanian oil fields and was later forced down in Turkey and interned at Ankara under the rules internationally adopted at the Geneva Conference for the conduct of war. He is the son of N. J. Brown, Terminal Superintendent at Port Arthur for The Texas Company.

#### DEAD AND MISSING ON SHIPS OF TEXACO'S TANKER FLEET

It is not our intention to give aid and comfort to the enemy by revealing either the names of tank ships flying the Texaco house flag that have been sunk or damaged, or the names of those aboard them who may never see port again. That lives have been lost from Texaco tankers is well known. Those aboard them who might be listed as dead or missing have served their country as well as any member of a bomber crew, as honorably as any sailor on a battleship, with as much hardship and discomfort as any soldier in a slit trench.

# BISHOP, Air Marshal



ROYAL CANADIAN AIR FORCE PHOTOGRAPH

★  
Air Marshal W. A. Bishop, V. C., McColl-Frontenac Oil Company vice president, directs Royal Canadian Air Force recruiting in present war, shot down 72 enemy planes in last World War  
★

**M**UD oozed under the feet of a Canadian Mounted Rifles battalion at a cavalry camp in England on a July day in 1915. Watching an airplane land and take off in a nearby field only provided a diversion to most of the men there, but to William Avery Bishop it marked the turning point in one Canadian's war career. "I knew there was only one place to be on such a day," he later wrote, "—up above the clouds and in the Summer sunshine. I was going into battle that way."

William Avery Bishop, better known as Billy Bishop, was a 20-year-old cadet at Royal Military College in Kingston, Ontario, Canada, when the first World War began. When that war ended he was Lieutenant Colonel William Avery Bishop, V.C., D.S.O. and Bar, M.C., D.F.C., Chevalier of the Legion of Honor, Croix de Guerre with Palm and had "proved himself beyond question the most brilliant aerial duelist the world has known," in the opinion of Lieutenant Colonel George A. Drew, as expressed in his book *Canada's Fighting Airmen*.

Billy Bishop is serving his country again in World War II, this time as an air marshal of Canada. As soon as Canada entered the present war, Mr. Bishop left his post as a vice president of McColl-Frontenac Oil Company Limited, a Canadian company in which The Texas Company holds an interest, and volun-

tarily enlisted for active service. One of his tasks is recruiting for the Royal Canadian Air Force.

When, in 1915, Billy Bishop decided that he didn't like the mud around England's cavalry camps, there had been no inkling of his future in his life up to that point, save that he had been an accurate rifle marksman since the time he hunted small game with youthful companions in Ontario bushlands. He secured a transfer to the air forces, but it was March, 1917, however, before he was appointed as a pilot.

But once a pilot, Bishop made up for lost time. On March 25, 1917, he downed his first enemy plane. His "score" against the foe had begun.

On April 7 he destroyed an enemy observation balloon—a task momentarily delayed because he was interrupted by a German plane that had to be shot down first—and won the Military Cross. The next day—Easter Day—he engaged eight enemy planes, destroying two, and wrecked another observation balloon.

And so his record mounted. On April 30 Captain Bishop (the promotion came within six weeks) battled nine times in two hours, engaging 11 different enemy planes in the first hour. Two two-seaters were downed.

Two days later Captain Bishop went up three times and engaged 23 planes in all. He shot down three planes that day; two in one engagement won him the Distinguished Service Order.

It was Captain Bishop's lone attack upon an enemy airdrome before dawn, June 2, that brought him the Victoria Cross. To that honor was added, September 26, a Bar to the Distinguished Service Order he had previously won. With this further recognition came promotion to major and leave to return to Canada to help stimulate recruiting. But early in 1918 he returned to the front.

In May, 1918, he was given command of the 85th Squadron and set out on what has been called "a carnival of destruction." In 12 days he alone brought down 25 hostile craft, bringing his total to 72 and winning still another decoration, the Distinguished Flying Cross.

What does Billy Bishop think about the present war? He recently said: "We are going to see bloodier battles than we have seen yet. We are going to suffer privations we never dreamed of. The Axis is using the slyest kind of propaganda—rumor. They spread rumors about the Americans, the British, the Russians—every one of us. For God's sake, let's stay united until this thing is over."

## C. E. WOODBRIDGE

CHARLES E. WOODBRIDGE, Treasurer of The Texas Company from 1925 until his retirement July 1, 1939, died at his home in Hope, New Jersey, on May 16, 1943. He was 75 years old.

Mr. Woodbridge was born in Brooklyn, New York, February 15, 1868. He was a graduate of the Polytechnic Institute of that city and received his Bachelor of Law degree from Columbia Law School. He was a practicing attorney with the firm of Evarts, Choate & Beaman in New York from 1890 to 1895 and maintained his own law office from that time until June 15, 1905, when he entered the employ of The Texas Company at 8 Bridge Street, our first New York office.



He was instrumental in organizing the Company's first European subsidiary at Antwerp, Belgium, and in establishing the Company's Sales Department in the northern Atlantic States. From 1907 until 1909 he was Manager of the Eastern Sales Division and in the latter year was appointed Manager of the Northern Territory, Domestic Sales Department. He held this position until his promotion to Treasurer of the Company in 1925.

He was a man of extraordinary mental capacity, and his versatility enabled him to serve equally well in the legal, sales, and financial branches of the Company. His generosity and kindness were demonstrated many times through the years that he was privileged to be among his fellow-workers, and he was loved by all who came to know him.

He is survived by his wife, his son and daughter.

## MILLIONS FROM SALVAGE

ORGANIZED on 72 hours' notice last Summer to collect the nation's scrap rubber, the petroleum industry by donating its own equipment, manpower, and other facilities for 26 days and nights did a job that has scarcely been equalled on the home front in this war.

It collected 454,000 tons of rubber—four and one-half times as much as the highest expert estimate. For this it paid one cent a pound, sold it to the Rubber Reserve Corporation for one and one-quarter cents a pound, and recently divided the proceeds, \$2,433,185.20, equally among the American Red Cross, the Army Emergency Relief, the Navy Relief Society, and the United Service Organizations.

Every company in the petroleum industry participated in the drive, and the amount donated was made up of contributions from 1,245 large and small companies. It represented hundreds of thousands of service stations and dealers who sold their rubber collections through supplying companies or pooled them with other firms.

The Texas Company's collections amounted to 40,912 tons of scrap rubber—more than nine per cent of the total. Figures just released indicate that the Company's share of the gift to charity, \$227,096.03, was the second largest of all companies participating.

The scrap rubber is sufficient to keep the nation's reclaiming mills operating to capacity for a year and a half even without normal scrap collections meanwhile, and has made possible the manufacture of Victory tires and the release of recap rubber for passenger car tires without ration certificates.

No deductions whatever were made by the industry for the out-of-pocket expenses of running the drive, which were estimated by William R. Boyd, Jr., chairman of the Petroleum Industry War Council, at several million dollars. During recent months, the industry's own facilities have helped move the rubber from temporary storage places in service stations, bulk plants, and terminals to the nearly 30 Government storage depots throughout the country.

An outstanding Texaco participant in the rubber drive was Fred E. Saylor, State Superintendent for Colorado in Denver District Sales. He organized Colorado Texaco dealers, consignees, and distributors in a campaign which resulted in their collecting 2,780,000 pounds of rubber—better than 18 per cent of his state's salvage or about double Texaco's nation-wide percentage. Mr. Saylor later did an equally good job in a metal scrap drive, and then left to join a more serious group of "scrapppers" as a lieutenant, senior grade, in the Navy.

# EMPLOYEES SERVING THE GOVERNMENT

In addition to 95 serving as civilians  
who were listed in the First Section



H. W. Dodge

H. W. DODGE, Vice President and General Domestic Sales Manager, was recently appointed district director of the Petroleum Administration for War, in charge of the entire East Coast area. He first went into Government service in December, 1941, as a special assistant in the materials division of the War Production Board, and later became deputy director general for staff. He was also chairman of the petroleum industry's marketing committee, Region No. 1.

Mr. Dodge, when he took his new post, described himself as "neither dictator nor savior," but said that "our job here, in partnership with the industry, will be to increase the supply of petroleum products to the East Coast area. That is the job I've got to do, and I'm going to do it."

H. J. Rodriguez, Special Representative in the Sales Department, also left for Government service, and will assist Mr. Dodge.

Three weeks earlier, Walter Hochuli, Manager of the Central Territory, Domestic Sales Department, accepted an appointment as director of marketing in the Petroleum Administration for War.

All three men are veterans in Texaco service. Mr. Dodge began as an office boy with The Texas Company in 1904, Mr. Hochuli as a Salesman in 1924, and Mr. Rodriguez has been with the Company since 1919. Others in Government service are:



Walter Hochuli



PHILIP CAMPBELL, JR., Assistant Chief Engineer, Refining Department, Port Arthur Works: Gulf Coast Regional Committee on Protection of Petroleum Facilities.

W. H. COTREL, Superintendent (Southern California), Sales Department, Los Angeles District: Senior Marketing Analyst for Petroleum Administration for War.

L. M. DELUDE, Senior Salesman (Industrial), Asphalt Sales Department: Consulting Engineer for Special Government Work in Greenland.

P. L. GUMAER, Power Engineer, Engineering Division, Refining Department, New York: War Emergency Pipelines, Inc.

HAROLD G. HALL, Senior Engineer, Engineering Division, Refining Department, New York: Petroleum Administration for War.

Y. A. LAND, Attorney, Legal Department, Denver: War Emergency Pipelines, Inc.

J. SAYLES LEACH, Vice President, Houston: Chairman, Marketing Committee for District 3, Petroleum Administration for War.

T. B. LOWE, Foreman, Refining Department, Sunburst Works: Machine

Shop Foreman, Neches Butane Products Company, Port Neches, Texas.

JOHN W. McHALE, Buyer, Purchasing Department, Houston: War Emergency Pipelines, Inc.

CHAS. A. MILLER, Division Manager (In Charge—Safety), Personnel Department, Houston: regional representative, Region 7, National Committee for the Conservation of Manpower in War Industries.

J. B. MORRIS, Superintendent—Shipping, Terminal Division, Refining Department, New York: Transportation Committee, District 1, Petroleum Administration for War.

L. F. SCHERER, Assistant Chief Engineer, The Texas Pipe Line Company, Houston: Consulting Engineer, War Emergency Pipe Lines, Inc.

CHARLES O. STRAHLEY, Manager, Personnel Department, New York: regional panel member, War Labor Board.

C. W. THEAL, Superintendent—Sales Promotion, Sales Department, Denver: Marketing Committee, District No. 4, Petroleum Administration for War.

M. J. WELCH, Scout, The Texas Pipe Line Company: Assistant Superintendent, War Emergency Pipelines, Inc.



# We Can Afford 70 Billions

By HENRY MORGENTHAU, JR.

Secretary of the United States Treasury



Secretary Morgenthau

**E**XCEPT for the size of the figures involved there is no mystery about financing a war. There are several ways to get the money. We can raise it through taxes. We can borrow it from the banks. And we can borrow it from the people—and that means you.

We cannot rely on taxes alone to do the whole job, and I wouldn't want to—because we could not tax with fairness on so huge a scale.

We could borrow all the money from the banks. Our credit is excellent. But for a variety of reasons, economic and social, this is also undesirable. This is a people's war—so all of the people ought to have a part in financing it.

As Secretary of the Treasury, I can report that 96 cents out of every dollar which comes into the Treasury, through War Bonds, taxes, or anything else, is spent for war purposes. The cost of selling bonds is very small. This is because you and your neighbors and hundreds of thousands of volunteers across the country have taken over the job of selling them.

You can feel every confidence that the financial affairs of your government are in good condition as the United Nations go on the offensive. The situation is well in hand. We know where we're going. We know how much money our armed forces will need.

We shall have borrowed about 20 billion dollars in the first four months of this year. We will need to borrow about 25 billions during the second four months, and, without any new taxes, another 25 in the final period of the year; a total of about 70 billion dollars for the year.

I would like to assure you that we can afford it.

But 70 billion dollars is, of course, a lot of money. It isn't going to be easy to raise it. It means hard work. But I have every confidence, knowing the American people and how deeply serious they are about this war, that we will get it. We will get it from people who will scrimp and save if need be to buy these bonds.

The boys at the front are counting on them. They are counting on you.

All of us will buy bonds because all of us know

that this is our war and we must win it. We must win it so that nations with a bloody philosophy out of the dark ages of mankind's past will never again be able to raise a traitorous hand against neighbors wanting only to live in peace and friendly good will.

An hour ago I passed through a railroad station. Standing at the iron gates, saying goodbye, were boys in uniform with their girls, their wives— young couples come to the heart-breaking minute when there were no more words; when all they could do was to stand with their hands clenched so tightly together that they hurt.

By what right do the Germans, the Japanese, blight our lives, shatter our homes, whirl away our boys to drown five thousand miles from home in a scum of oil at sea, or bleed and cough their lives out in a muddy, filthy ditch? Who do they think they are?—We know only too well who they think they are! They're the supermen, the Master Races, put here on earth to enslave the rest of us and crack the whip over our bare backs while we do their dirty chores—they and their "great" armies; their great armies of sneaks and bullies that jump on weak, helpless nations while they aren't looking. The Japs, with their dreams of empire; the Germans, who twice with-in memory have tried to conquer the world.

We of the United Nations will show them who we are. We'll show them some really great armies— Chinese and Russian, British and American. These armies are the mightiest military machine in all history. But to us they are friends and husbands, fathers and sons. They are your boys and my boys.

They are asked to give their lives.

You are only asked to lend your money.

Shall we be more tender with our dollars than with the lives of our sons?

**EDITOR'S NOTE:** Adapted from an address opening the Second War Loan drive. For details on Texaco's share in War Bond and Stamp purchases, please turn to page 22.



# THE U. S. NAVY

Edward Murray, Price Clerk, Boston District Sales, trained as a Naval Aviation cadet

Chief Torpedoman Earl T. Nickerson, Plant Operator, Producing Dept. (see page 25)



Lieut. (j.g.) D. A. McCrary, once Head Roustabout in Illinois for the Producing Department, is in Naval Aviation service



(Left) Seaman 1st Class Alvin E. Hill, Houston Dist. Sales



(Right) QM 3rd Class S. L. Malone, Tampa Terminal



Lieut. R. H. Dausman, who was a Laboratory Technician, Geophysical Laboratory, Houston, is a Radio Material Officer



Lieut. (j.g.) Jerrold H. Ruskin, Attorney, Legal Dept., N. Y., has charge of air traffic at a naval air base



Lieut. (j.g.) Walter P. Emmons, Jr., from the Marine Dept., Port Arthur, has been at a midwestern aviation base



Norman Hollett, who worked for the Treasury Dept., N. Y., is a yeoman 3rd class



Martin J. Moffatt, Jr., yeoman 3rd class, Naval Intelligence, was once with Caltex



Ensign J. C. Denning from the Producing Dept., now in foreign waters



A. J. Corsello was an Addressograph Operator for Treasury Dept., N. Y.



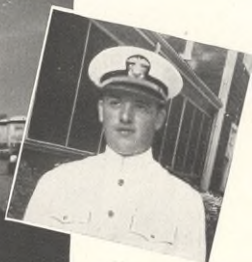
Seaman 2nd Class Robert S. St. John was Mail Clerk, Purchasing Dept., N. Y.



Francis N. Hollier, Jr., former Helper, Roofing Plant, Pt. Neches Works, is in the U. S. Coast Guard



Yeoman 1st Class Thomas P. Cass left the Producing and Manufacturing Dept. of California Texas Oil Company Ltd. to join the U. S. Coast Guard



Ensign Fred H. Korff, Jr., is one of the contributions of the Purchasing Dept., N. Y., to the Navy



Chief Petty Officer T. A. Ritchie was in the employ of San Antonio Works



Petty Officer 2nd Class C. V. Clark was Craft Helper, San Antonio Works



The Navy's Arthur Jacobsen from Caltex is in a merchant ship gun crew



H. L. Peterson from Minneapolis Dist. Sales Accounting, at a naval air base



Ensign William Wagner from the Marine Dept., N. Y., is now in the Navy



Harry J. Adams, a Navy radio expert, was Warehouseman, Chicago Dist. Sales



1st Class Petty Officer H. H. Lamb, former Pumper, Producing Department



Pumper W. H. Lane, now fireman 1st class with an amphibian tank battery



Roustabout A. M. Crenshaw from Manvel District is in the U. S. Navy



Frank S. Thorpe, Jr., Chicago Dist. Sales, in the Office of Naval Procurement



The Naval Reserve claims former Pumper Joe D. Charles, from Salem, Ill.



Hospital attendant 1st class in the Navy is the new job of Lonnie Wendland, San Antonio Works



Former Salesman William V. Duhamel from Chicago Dist. Sales is in the Navy



Uncle Sam's Navy is a "tough customer," says Lieut. (j.g.) Luin R. Dexter, once Chicago Dist. Salesman



H. B. Todd, Amarillo Works, is a pharmacist's mate 3rd class in the Navy



Ensign W. P. Swearingen was a Petroleum Engineer, Producing, New Orleans



Truck Loader Reuben E. Holmes went to a naval training station from Amarillo Wks.



Freer District's Roustabout W. L. Cornelius is now a chief petty officer



The Navy's C. M. Hopson was employed at Texaco's Amarillo Works



Hillman Kolb, master machinist's mate, 2nd class, came from Amarillo Works



Ensign L. J. Fuller (left), Atlanta Dist. Sales, and Ensign Ira S. Flory, Jr., Legal Dept., New Orleans

Midshipman W. M. Savedge was Clerk, Norfolk Terminal

Carrol J. Close was a Producing Department employe

J. B. Hickman, New Orleans Producing, and A. W. Bodden, Jr., Comptroller's Dept., Houston



Lieut. P. V. Sullivan (left), Boston Dist. Sales, and Ensign T. H. Terrell, Producing, New Orleans

Lieut. Charles C. Dunn was State Supt., Sales, Massachusetts

Clarence T. Birch, Producing Dept. man from Tulsa, Okla.

T. G. Kenney (left), Engineering Divn., N. Y., and J. A. Bowers, Los Angeles Dist. Sales



F. J. Moran, Jr. (left), Delaware R. Terminal; L. J. Baumann, Treasury, N. Y. (Below, left) S. L. Greco, Lockport Works; N. F. Gracy, Norfolk Terminal, Refining Department

Elmore F. Smith, Producing, Tulsa Office. (Below) Lieut. (j.g.) D. M. Martin of Mobile Terminal

M. A. McMahon, Buffalo Dist. Sales, in the Pacific. (Below) C. E. Robinson, Port Neches Works

D. F. Murray (left) and Ensign R. B. Smith, Boston Dist. Sales. (Below, left) A. J. Ross, Pt. Arthur Term.; T. B. Hanbury, Norfolk Terminal



# MONEY FOR MARS

**EVER SINCE** the Government's program to get wage earners to buy United States War Savings Bonds and Stamps began in earnest, Texaco employees have been bursting with pride in their own buying accomplishments.

The Texas Company's plan for bond and stamp sales on a Company-wide basis is entirely a voluntary one. Bond and stamp sales are promoted by means of posters, suggestions and reports of comparative standings in Company publications, and various other means of letting the employee know that his future well-being depends on winning the war, and winning the war depends on his helping to pay for victory.

Pains are taken to make it easy for the employe to buy bonds and stamps; therefore every refinery and

terminal, every district and divisional office has its bond sales committee. At an easily-arrived-at central point one of the committee is on duty, especially on pay day, with War Savings Bond application blanks to be filled out on the spot or War Savings Stamps for immediate delivery. In many of the larger employe groups, where there were Federal Credit Unions or other savings and loan institutions before employe bond-buying began on a large scale, these organizations were already equipped for handling the money for Mars that flowed in.

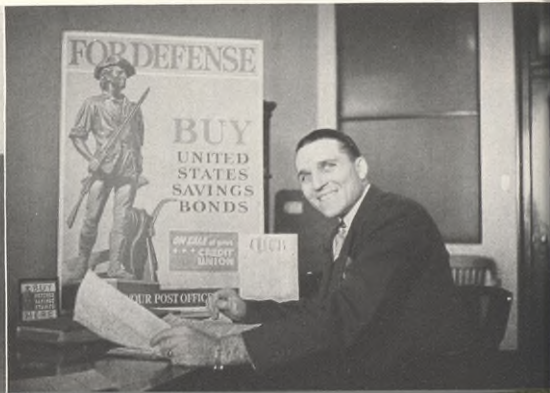
Company-wide participation in The Texas Company's plan of bond and stamp sales for April embraced 79.77 per cent of all employes, and the amount of their purchases totaled 11.09 per cent of the Company's total payroll.



(Above) Bond Committee of Indianapolis District Sales: Parker R. Agnew, Eloise Abernathy, and George L. Diver. (Below) At El Paso Works, W. B. Ewing and H. O. Biediger (left) were outstanding bond buyers; Mrs. W. A. Van Vliet, King W. Young and Harry E. Murray sold them



(Above) They line up to buy bonds from Mrs. Tommie Stone in West Texas Division, Panhandle District, Producing Department: W. H. McBride, W. R. Boyington, and Mrs. Katherine Saddler. (Below) Capt. P. A. Albrecht managed a successful bond and stamp sale in Denver District Sales



# STAR CLOSE-UPS

## FAMILIES AT WAR



H. L. Wallace (center), Yard Foreman, San Antonio Works, with sons Ross (left) in the Navy and H. L. Wallace, Jr., Army Air Forces

**M**ANY Texaco people in this war are fighting it figuratively alongside their brothers, fathers, mothers, sons, and sometimes daughters. In the first World War, one person from a family of several fighting-age members was the rule rather than the exception. This war, it's "all out."

One of the most conspicuous examples of a family wholeheartedly at war is that of the Becketts, neighbors of Texaco's Craig Works at Craig, Colorado. Irving P. Beckett—"Cap" to his friends—is a consignee handling Texaco products. But Cap himself, a veteran of the first World War, is now on active duty, a captain in the Army Ordnance Department. One son, Arnold, Laboratory Tester on leave from Craig Works, is a torpedoman in the Navy, and another son, Don, who did part-time work at Craig Works and also assisted his father, is in the Army's Chemical Warfare Service.

Mrs. Beckett, a "war bride" of 1917, is left home with three younger children, but she finds time, besides doing the cooking and housework without outside help, to carry on her husband's consignee business in a sparsely-settled territory 100 miles long and 50 miles wide. She has the part-time help of a



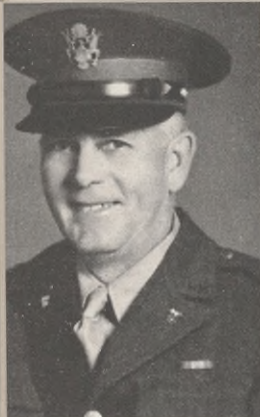
Beverly Brooks, one of two sons of Pumper Harry E. Brooks who were raised on Texaco's Signal Hill lease



Harry E. Brooks, Pumper for Los Angeles Basin District, again is a Marine in his second World War



Darryl Brooks, who was killed in action at sea with the U. S. Navy, pictured with his mother early in the war



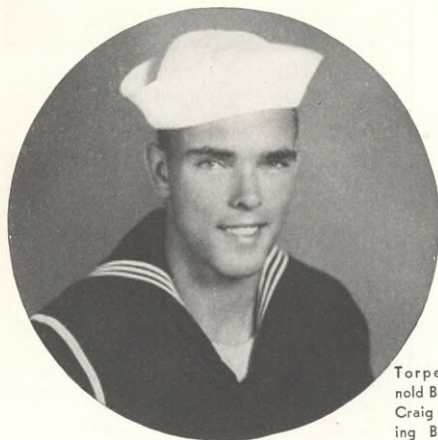
Capt. Irving P. Beckett, Texaco consignee, as he looks now and as he looked in 1917. At left, below, is his son, Don, part-time employe of Texaco's Craig Works, who is now in the U. S. Army, at a chemical warfare drill

Mrs. Irving P. Beckett as a war bride in 1917 and, at the present time, taking her husband's place as a Texaco consignee

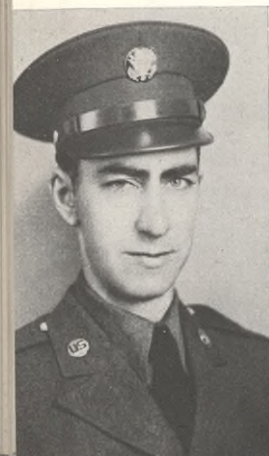
**STAR**  
**CLOSE-UPS**  
**FAMILIES**  
**AT WAR**



(Below) Lockport Works brothers in the armed forces: Pvt. Walter Luebs, Army Air Forces, and T. Cpl. Gerald B. Luebs, who is with a Signal Service regiment



Torpedoman Arnold Beckett, son of Craig Works' fighting Becketts, now in the U. S. Navy



son, Bob, now in high school. Craig Works thinks she earns the title of Texaco's War Mother No. 1.

Captain Beckett, whose 1917 assignment was overseas, spent a lot of time after that war building up a National Guard unit at Craig, and since donning Uncle Sam's uniform again has bemoaned the fact that he got a desk job instead of action in Africa.

Earl T. Nickerson, pictured with the Navy on page 18, is also a World War veteran, and has been called back into active service after 15 years with The Texas Company. All in all, he has 34 years of Navy service to his credit. His entire family is working for the war. His wife is employed in the assembly department of an aircraft factory in California and



This trio of Burcenski brothers is one of the several family groups Lockport Works has contributed to the armed services: Seaman Michael Burcenski (left) and Pvt. Martin Burcenski (center) were Wrappers in the Roofing Plant; Seaman Anthony Burcenski (right) was a Pumper

Another pair of Lockport Works brothers: Pvt. 1st Class Marcus Pesavento was a Laborer, and Seaman Albert Pesavento was once Treater Helper



Sons of Asst. Treasurer R. J. Daniel, Houston, with their father and (right) their mother: Lieut. Walter R. Daniel was an Accountant, The Texas Pipe Line Company; Ph. M. Ernest C. Daniel was an Accountant for the Houston Office, Refining Department

Sgt. John J. Jackson (left) and Pvt. Ray F. Jackson were Laborers, Lockport Works; both are in the Air Forces

Dana and Bruce Anderson (below with their father) worked at Signal Hill Laboratory, California. Bruce went to war; Dana still guards quality of war products

also, as an officer of an American Legion Auxiliary, has been sewing and making surgical dressings for the Red Cross as well as selling War Bonds and Stamps. A daughter works as a stenographer in the same plant as her mother, and a son is in the Merchant Marine seeing the war at first hand as a member of a tanker crew.

Harry E. Brooks, Pumper on Texaco's Signal Hill lease in California, a Marine in the World War and a Marine again in this one, had two sons in the Navy, both of whom were reared right on the lease. One, Darryl, was killed in action on the *U. S. S. Yorktown*. Pumper Brooks and the other son, Beverly, are doing all they can to avenge their loss.



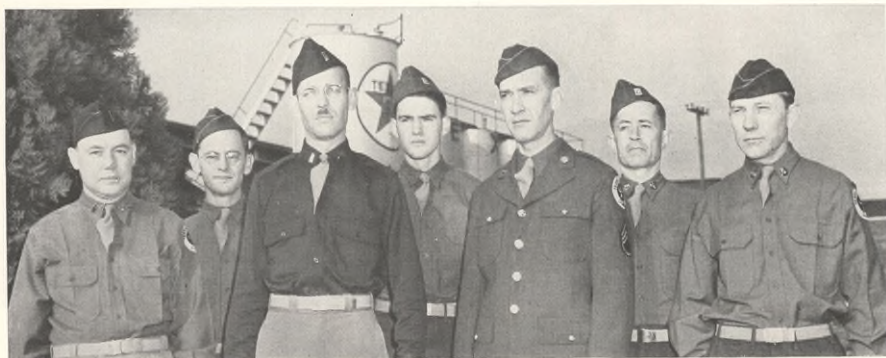


PHOTO BY DENNY HAYES, DALLAS TIMES HERALD

Members of the Texas Defense Guard, which has replaced the National Guard, from Dallas District Sales: Ben S. Wathen, O. R. Hill, Edwin C. Angell, Charles Harrison, Dick P. Moore, Sam L. Brown, and C. N. McClure

## SENTRIES ON HOME SECTORS



Milton S. Platt of the Treasury Dept., N. Y.; private, New York State Guard



Donald W. Stewart, Advertising Divn., sergeant in the New York State Guard



Cpl. Earl Provost, Marine Dept. employee, in the Texas Defense Guard



(Top, center) W. E. Price, Producing Dept., Fort Worth. (Above) Georgia State Guard members in Atlanta District Sales: (back row) Harley Drury, C. B. Potts, Earle Broughten, (front row) Robert McCallum and George Baxter



M. B. Avila, Marine Dept., is in the Texas Defense Guard, Ft. Arthur, Texas

# The War as We See It

THOSE in the armed services pictured in the two sections of this War Service Number do not quite, from force of circumstances, represent a true cross-section of the fighting forces of Texaco and its associated companies. Although pictures were received from New Caledonia, Guadalcanal, Iceland, England, the New Hebrides, New Guinea, Hawaii, and other far points, the forces at the fighting front have been too busy, by and large, to trim their beards and sit for photographers.

Because of the large number of employes in the service, the sons of employes have purposely been omitted from this issue. A list of such sons and daughters alone would fill pages, to say nothing of the scarce white paper their pictures would use up. As one locality phrased it, "The majority of our employes in Fellows District are over the present draft age and have sons who are serving the country in their places. Quite a few of our employes were members of the armed forces in World War I and are proud of the fact that they have sons to take their place in the service in this war."

A surprisingly large number—both sons and employes—were at the Battle of Corregidor, participated in fighting at Midway and in Java, have been under fire in Alaska, in the midst of action at Guadalcanal, and have participated in bombing raids on the Continent, submarine action along the Japanese coast, or front-line battles in North Africa.

## The Material Rolled In

EDITORS from other companies, somewhat goggled at the number of pictures and the quantity of information assembled for this number, but very complimentary about it all, asked, "How did you get so much?" The answer is, "We simply wrote to all departments of The Texas Company and to subsidiaries and affiliates and explained what we wanted. The material just rolled in." That's the cooperation Texaco receives.

Besides the pictures that were sent from American outposts and battle fronts, parents and relatives lent treasured photographs of their boys. To those who contributed, thanks and appreciation are offered.

Getting the material wasn't half so hard as putting it in shape for publication and getting the magazine out in the face of wartime restrictions. More than 1,000 pictures and better than 700 pages of letters had to be selected and reduced to 96 pages of printed

matter. Some of this was done between 3 A.M. and 6 A.M. in a Civilian Protection warning center where the editor is a member of the warning center staff and chief air raid warden of an 18-square-mile district on the rural outskirts of New York City.

With such a profusion of material at hand, it seemed hardly possible that any person in Texaco or its associated companies was not active in the war effort in some way. A list of blood donors and air raid wardens themselves would occupy many columns of this magazine, and hundreds more make life attractive, in one way or another, to men of the armed forces in their home towns or elsewhere.

## Before Enemy Bombs Burst

A LETTER written by Pvt. R. K. Ohlman many months before Pearl Harbor makes us realize how far and how rapidly we have gone into the war as a nation since then. Pvt. Ohlman was formerly

Mail Clerk in the Los Angeles District Sales Office, and is now on overseas service. Parts of his letter below, written soon after induction and assignment to a signal battalion, will make many a soldier, now fighting under far worse conditions, wish he was back in the old featherbed days of rookie training:



Pvt. R. K. Ohlman

"Our bunch just got up here when they put everybody on field rations," Ohlman wrote to people in his office. "When you say field rations, what you mean is wartime rations. They feed you plenty but the selection's poor. Don't know why I'm complaining. I've gained five pounds. They serve you cafeteria style. When you walk in the door they hand you a plate—mind you, just one plate. Then you walk by the food line. One fellow puts some potatoes on your plate, the next one some gravy, the next some meat, the next some salad, and finally some jerk tosses your dessert on top of that. You've got to eat your dessert first to get at the rest, or you can mix the stuff up, à la hash, and take it through a straw. . . ."



These five from Los Angeles District Sales each donated blood three times: Arlene Cooper, Galen Jones, Marlys Johnson, Harriet Randolph, Marjorie Bailey

"Say, you ought to see the haircut I have. Looks like I fell in front of a lawn mower. . . . Had gas mask drill today. We had to run up a hill with them on, and let me tell you it just about kills you off. . . . We sleep five in a tent, and it's the dirtiest place you have ever seen. There is a sandy top soil around here and every time someone takes a deep breath, everything gets dusty for a mile around. We could sweep this cockeyed tent out 30 times a day and it would still look like a sand pile. We sleep on regular canvas cots. You haven't lived until you have slept on a canvas cot. There is nothing like it—thank the Lord.

"The Army is *O. K.* When at evening we dress up for inspection and we stand at attention saluting the Flag when they take it down and the band is playing *The Star-Spangled Banner* (they really *play* it, too)—it sends little shivers down your back. You just have to look around at the fellows around you, and let me tell you, you get a look at the toughest bunch of monkeys going. When the chips are down and we mix it up with the 'boy bandits' across the pond, someone is going to take a hell of a beating and you can bet your last dollar it isn't going to be the same boys I'm telling you about—and I'm not fooling."

### *Man in a Lifeboat*

**R.** D. WRIGLEY, JR., formerly an employe with Caltex (Africa) Limited and now an officer in the Army Air Forces, was on his way home from Africa to offer his services to the United States Government when his ship was torpedoed. His services to others in a lifeboat with him, as told by an eyewitness, exemplify his courage:

"The name Wrigley," said the observer, "will always mean courage and fortitude and gallantry, gentleness and patience and self-forgetfulness to me. Mr. Wrigley knew that his wife was lost, but he not only took his turn at the oars but he took charge of

the boat without offending, and sat up for hour after hour saying, 'Pull up here. Push back there. Push up here. Now hold it,' with variations to suit the need presented by the next big wave, over and over again. If the men didn't understand or got mixed up he didn't get excited or cross. He had his eight-year-old daughter to think of and keep contented also. After the boat had been rescued and the passengers were safe ashore, one of the seamen said, 'Mr. Wrigley's one man I'll take my hat off to any day!'"

### *Two-Front Defender*

**L**AURENCE GILLINGHAM, who was in the Houston Office of the Domestic Sales Department before entering the Navy, can't seem to do enough for his country. Besides being a member of the armed forces, he handles what many a civilian would consider a full schedule of after-hours work.

After Gillingham's "boot" training at San Diego, he was given two choices of duties in the Navy. He got his second choice and became a ship's cook, third class, at a California airport. While there, since he had always been interested in Boy Scout work, he found time to become an assistant scoutmaster as well as leader of a Boy Scout cub pack, and also to act as a substitute Sunday School teacher.

As if this were not enough, when the Navy permitted enlisted men to work at defense plants in their off hours because of the scarcity of labor on the Pacific Coast, Gillingham put in a number of hours a week at this duty—in his spare time. His picture appeared in the First Section, page 33.

### *Plane Tracer*

**M**ATCHING, in civilian life, the service of the Navy's Gillingham, who has time to be in the armed forces and do work for the home front also, is Miss Florence Lowers of the Producing Department, Pacific Coast Division. Miss Lowers completed first aid training and is a member of the Texaco Building emergency staff. She joined a Los Angeles unit of the Women's Ambulance and Defense Corps and, with about 100 other members of this organization, sold locally more than \$42,000 worth of War Bonds and Stamps in theaters and at athletic events.

When Miss Lowers found this did not take all her time, she volunteered her services to the Army's air raid precaution group, and puts in about 50 hours monthly at the Los Angeles "filter board," which is supervised by the Fourth Fighter Command of the Army. The filter board is a large map of a section of

southern California on a table about 30 feet square. On this map an indicator is placed to represent every plane flying over the area covered by the map. The movements of these aircraft are progressively traced as the girls at the board move the indicators according to information constantly phoned in by airplane spotters at observation stations.

### *Guardian of the Reserves*



Lt. Comm. Victor H. Wilhelm

**T**HE Producing Department's Pacific Coast Division was proud not so long ago that Lieut. Commander Victor H. Wilhelm, formerly Assistant to Division Manager, had the highest rank of any of his division's men in Uncle Sam's service. He also has another title: Inspector, United States Naval Oil Reserves. He is in complete charge of the naval oil reserves in California.

ed States Naval Oil Reserves. He is in complete charge of the naval oil reserves in California.

### *They Sail to Music*

**M**ORE than a year ago, The Texas Company, through the American Red Cross, presented the armed gun crews of a number of merchant ships with phonographs and collections of records.

"Since that time," says a letter from one of these crews datelined "Overseas" and signed "The Gang," "we have been in many lands and many tedious situations—places and situations that, inane and symbols of ennui in themselves, have proved less strenuous because of music.

"Perhaps your company does not realize the great service you are doing by supplying gun crews with phonographs. It is for that reason that we, the Armed Guard and merchant crews, take this opportunity to express our deep appreciation for a gift that has outlived all others.

"As a matter of fact, the gift becomes newer each time we add another record to our collection, and even now, after nearly nine months at sea, we fight over who gets to use it.

"We'll admit that *Old Folks at Home*, *Deep in the Heart of Texas*, and the like, don't help our U.S.A.-sickness, but we throw on *Tiger Rag* or *Beer Barrel Polka* and forget our troubles."

### *The Air Was His*

**O**NE of the greatest of thrills came to Chester C. Welch, former Tank Tender at the Roofing Plant, Lockport Works, a few weeks ago. He got it when he and an undisclosed number of fellow classmates at Brooks Field, Texas, marched into Brooks' gymnasium to be graduated as full-fledged flying officers. The thrill came not so much when he received his silver pilot's "wings" after nine months of intensive training, but when he and the others marched to the strains of *Here's to the Cadet*, his own song.

The song has been accorded a number of radio honors and has been heard on nation-wide programs. Bands in the Gulf Coast Training Center have made special marching arrangements of it to be played in reviews and concerts.

Besides being a professional band leader, Welch was an enthusiastic amateur motion picture photographer. From the time he entered the Army until he became a flying cadet, he took some 2,800 feet of film on Army life. His picture appeared on page 16 of the first section of this War Service Number of THE STAR.

### *Navy Uses the Know-How*

**N**O better contribution to the war effort, as far as manpower is concerned, can be made than by organizations such as The Texas Company which operate large marine fleets and have numerous men with first-rate know-how in naval matters.

Former officers of Texaco's vessels who have taken their skill and knowledge of maritime conditions all over the world to the United States Navy are Lieut. Commander T. P. Davenport, Lieut. D. R. Farnham, Lieut. J. A. Mackey, Lieut. M. A. MacPhee, Lieut. R. Moberg, Lieut. W. G. Shattuck, Ensign J. McJohnston, and Lieut. Commander T. M. Lehland. In addition to these officers, 53 men from Texaco's marine fleets are in their country's service.

### *First in First Aid*

**B**ECAUSE Texaco was one of several companies with a long-standing reputation for first aid and safety work, the citizens of Drumright, Oklahoma, got most of their first aid instruction the Texaco way. Field Foreman W. L. Kraft was put in charge of the work, The Texas Company's *First Aid Instructor's Manual* issued in 1940 was used by

(Please turn to page 48)



## THE U. S. ARMY

Andrew A. Rumfield, The Texas Pipe Line Co., was in service before the war

Cpl. Sidney E. Abernathy was a Pumper in the Producing Dept., Salem, Illinois



2nd Lieut. R. J. Tindall, instructor in the Army Air Forces, was formerly Clerk, Accounting Divn., Sales Dept., Denver



(Below) Robert P. Ridley, was Pumper, Laredo District

(Above) R. Bengaquin, Worcester, Mass., bulk plant



(Above) 1st Lieut. B. E. Hull, Jr., of La.-Ark. Division

(Below) Maj. Richard E. Arnold from Producing, Houston



Granville Waters from Texas rose to 1st lieutenant's rank





Sgt. William J. Veech, a former Pumpman Helper, Providence Term., with the Army Quartermaster's Dept.



Sgt. J. A. Wilkerson of The Texas Pipe Line Co. has been fighting abroad; says he enjoys scrapping



Pvt. D. B. King, now in the Army, came from the Refining Department's El Paso Works in Texas



Cpl. John E. Kuras, who was with the Asphalt Sales Dept., New York, has the firepower to beat Axismen



Cpl. William N. Neiderberger, Pumpman Helper at Providence Terminal, now serves in the Infantry



Lieut. R. W. Lander of the Asphalt Sales Dept., New York, was an aviation cadet when this picture was taken



John Goss, aviation cadet formerly with the Accounting Dept., Caltex, calmly prepares for his first solo



William A. Howard of Caltex's Shipping Dept. is now in the Quartermaster's Dept. at an East Coast port



2nd Lieut. George H. McEwen, former Stenographer, Purchasing Dept., N. Y., is now with the Infantry



Maj. J. C. Williams was Asst. Genl. Mgr., The Texas Co. (China) Ltd., and is now in the Middle East



Kenneth A. Healing, who was Mail Clerk in the Purchasing Dept., N. Y., was later an aviation cadet



W. W. Phippen, Truck Driver for Coalinga Dist. of the Producing Dept., went into the Army Air Forces



Cpl. D. A. Ingram, Jr., from the Roofing Plant, Lockport Works, to Artillery

Cpl. J. M. Edwards, now an MP, was File Clerk, Railway Traffic & Sales, N. Y.

Maj. J. F. Neill, with the Engineers, was a Head Roustabout, Producing, W. Texas

Industrial Salesman W. G. Harshaw, Norfolk Sales, is now the Army's Maj. Harshaw

Cpl. William Slade, Texaco Touring Service, got a map job again in the Army



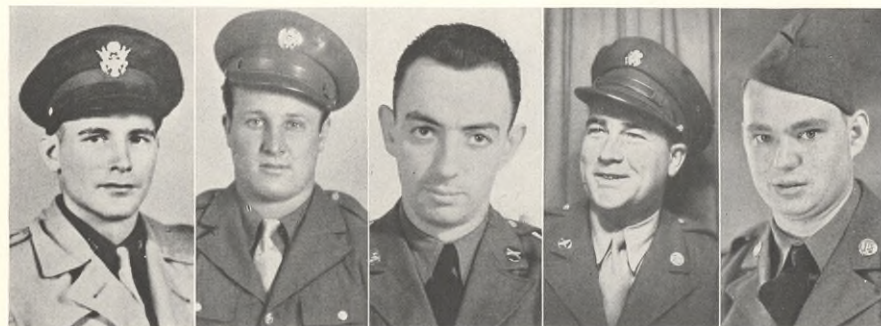
W. H. O'Haver, Laborer, Lawrenceville Works, staff sergeant in the Air Forces

Lieut. N. H. Lindsay, Producing Dept., Salem, Ill., is an Air Forces pilot

This is M. Sgt. Howard Ballard, former Yard Timekeeper at Lawrenceville Works

Stephen E. Smith of Bayonne Terminal is now taking a look at life in the Army

Pvt. Howard Miller, Lawrenceville Works, recently had an Army hospital post



Geologist Haven Waters, Producing Dept., is a first lieutenant, Air Forces

Pvt. Louis Ginnetti used to be a Laborer, Lockport Works; now he is in the Army

M. Sgt. H. B. Owen changed Lawrenceville overalls for Uncle Sam's khaki

J. G. O'Connor, Boston Dist. Salesman, is an Air Forces ground crew member

Lockport's Leonard J. Peterson is now one of the Army's armed engineers



Cpl. Frank Drick of Lockport Works is in the Quartermaster's Dept., U. S. Army



Roustabout Harry D. Counselman, Producing Dept., is a private first class



R. W. Thorborg, a Clerk, Engineering Divn., N. Y., became an aviation cadet



Sgt. F. W. Reed, Engineers, was an Office Boy, Lockport Works, a while ago



Pvt. 1st Class C. E. Green used to be a Pumper in the Salem, Ill., Field, Producing



James D. White, Civil Engineering Dept., Producing, is an Army draftsman



John F. Cronin, a Clerk in the Gasoline Dept. of the Producing Dept., is now in the Air Forces



He's in the Air Forces now, but Sgt. H. E. McCoy used to do seismograph work



S. Sgt. V. J. Johnson, now mechanic, Army Air Forces, was Operator, Atlanta Gasoline Plant, Kan.



Pvt. William H. Confer, Lockport Works, helps man the anti-aircraft artillery



Robert C. Rudall, Producing, Salem, Ill., became a lieutenant in the Army



Marshall Hall was in the Producing Department at Hoodville, Illinois



1st Lieut. John Cerutti, Indianapolis Dist. Sales, has seen action overseas



Sgt. Kenneth B. Hatfield was Accounting Clerk, Producing, Salem, Illinois



Sgt. A. H. Boyd, Stenographer at Mobile Terminal, is now in the Air Forces



Former Salesman W. C. Pahlman, Jr., Kansas City, is an instructor in ordnance



Pvt. Claude Tucker was Agent at the Champaign, Illinois, Texaco bulk plant



Lieut. L. F. Castleman, Chicago Dist. Sales, wants a Jap anti-aircraft target



Warrant Officer Don W. Rice, now overseas, was in Chicago Dist. Sales Accounting



Cpl. James Meyer was a Mail Clerk in the Central Territory sales office, Chicago



1st Lieut. George R. Page, Jr., was a Roustabout, Freer District, South Texas



S. Sgt. Leslie H. Devermann, Chicago Dist. Sales, was in service before the war



Pvt. Arthur J. York, Chicago Dist. Sales, has had 20 years of service with Texaco



Capt. Collins F. Walker, Texaco Industrial Engineer, Ill., is in Army Ordnance



T. Sgt. Richard L. Hunter was a Clerk at Joliet, Ill., for Chicago Dist. Sales



Lieut. V. M. McMurrey, Army Air Forces, came from Pierce District, Producing



Sgt. George H. Fitzgerald, Army Finance Dept., once was with Chicago Dist. Sales



Sometimes the Army gives you a rest, says Pvt. Harold Krebs, Chicago Dist. Sales



Capt. William H. Rife, Jr., used to be a Chicago District Texaco Salesman



Pvt. William J. McNitt was a Representative's Clerk, Chicago Dist. Sales



"Wings" were due R. C. Saxton, Chicago Dist. Sales, when this photo was taken



Once a Rotary Rig Helper in South Texas Division, Lieut. Travis V. Buchanan went overseas with the United States Army



Pvt. 1st Class H. J. Sweeney of Chicago Dist. Sales went to the Pacific



Pvt. Theodore Schegula was a Loader and Gauger, Barton St. bulk plant, Chicago Dist. Sales, before his Army days



T. Sgt. Richard Corey went from the Purchasing Dept., Chicago, to Air Forces



T. Sgt. Joe C. Terry, Signal Corps, was an attendant in a Dallas service station



A sergeant can smile, proves Walter A. Greenwood, Tester, West Tulsa Works



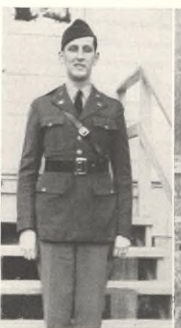
Capt. R. C. Barron of Amarillo Works has a job with another kind of tank



Justin W. Russell was in Denver Dist. Sales Accounting; now in Air Forces



Pvt. 1st Class U. M. Craft used to be at Texaco's West Tulsa Works, Tulsa



Lieut. L. H. Gay of Amarillo Works is with an armed engineer battalion



Sgt. Dan I. Pilcher, Producing, Tulsa, is in the Army Quartermaster's Dept.



Capt. James T. Yardley, Jr., Army Air Forces, was formerly at West Tulsa Works



Darrold Schrader of the Producing Dept., Illinois, went to a U. S. Army air base



Cpl. I. C. Williams, Jr., of the Army Air Forces, used to be at San Antonio Works



The Air Forces' G. W. Elkins was Invoice Clerk, Producing Dept., Tulsa



T. Sgt. Kenneth H. Drewes used to be a Laborer, Refining Dept., Lockport



Lieut. C. C. B. Wheeler left a Geologist's job in Producing, New Orleans



John B. Flower was formerly with Buffalo District Sales and went overseas



Jack L. Cain, former Petroleum Engineer, New Orleans, in Air Forces Reserve



Pvt. R. R. Buford, Civil Engineer, Houston Office, headed for the Pacific



Homer Whitmarsh of Lockport Works, a private in the Army's Field Artillery



Cpl. Harry Couch from the warehouse, Lockport Works, to Corps of Engineers



Cpl. Benedict Makuk of the Army is from Refining's Lockport Works, Ill.



Pvt. 1st Class Vernon Carlson from Lockport Works, now in the Air Forces



Pipe Helper William Baumgartner, Lockport, is a corporal in the Field Artillery



Pvt. Albert Jurica went to a cold post from Corpus Christi bulk plant in Texas



Pvt. Robert E. Bergin went into the Army Air Forces from a job as Bookkeeper, Denver Dist. Sales



Pvt. Francis J. Mlaka, Steel Erector, Lockport Works, with the Army Engineers



Roustabout Anthony T. Pall, Producing, is a 1st lieutenant in Coast Artillery



P. A. Kindwall of the Minneapolis bulk plant has an Army personnel job



Sgt. William Meyer, Marine Department, now is with an Air Forces ground crew



1st Lieut. J. F. Bagnell, Signal Corps, from Railway Equipment Divn., N. Y.



S. Sgt. Kenneth Faquier, Marine Dept., medical detachment, anti-aircraft unit



Sgt. E. J. Carroll, Minneapolis Dist. Sales, is in a medical detachment



1st Sgt. William Arndt was Tariffs File Clerk in Railway Traffic & Sales, New York



M. C. Roberts, now with armored forces, formerly worked at West Tulsa Works



The gasoline shortage is no longer a worry for G. E. Brown, former Salesman at Milwaukee, Wis.



This is F. P. Hughes, Refining-Managerial, pictured when he was an Army air cadet



E. W. Ridenhour, Air Forces, was in the Yard Dept. of West Tulsa Works, Tulsa



The Signal Corps' Pvt. E. K. Howe was an Octane Tester, West Tulsa Works



Lieut. Ward L. McVay, in the Air Forces, was a Tester at Sunburst Works



R. L. Tucker, now with the Air Forces, was one of the Yard Department at West Tulsa Works, Tulsa



Cpl. J. W. Bowles is another man from West Tulsa Works' Yard Department



Sgt. J. R. Rice, Sales Dept., Butte Dist., has already been overseas and back again



Pvt. George F. Phillips from Sunburst Works is now in the Army Air Forces



Lieut. D. C. Akers from Railway Traffic & Sales is in the Ordnance Dept.



Pvt. 1st Class M. M. Hutchison of Pt. Neches Works, in the North Pacific



S. Sgt. E. L. Crewe used to be a Sales Representative in Jamestown, S. D.



Now an Army private, Nils Hansen was a Deckhand on the Texaco Barge 379



T. W. Keeton, Jr., Railway Traffic & Sales, is a transportation man overseas



Walter H. Clingo, The Texas Pipe Line Co., lieutenant with a signal battalion



This Army man is W. H. Drushel, former Petroleum Engineer, Conroe, Texas



Cpl. Nathan Dale was in the dewaxing plant at Lawrenceville Works



T. Sgt. G. W. Moore of the Air Forces was an employe of Cody Works, Wyoming



Lieut. James D. Benz from the Purchasing Dept., Houston, is in the Air Forces



Pvt. John W. Hampton, Laborer, West Tulsa Works, mechanic, Army Air Forces



L. J. Minella from Refining-Managerial, New York, attended an Air Forces officer candidate school



1st Lieut. L. H. Anske was Fireman, Boiler House, at Jacksonville Terminal



William Zak, former Deckhand, Barge 379, now is laying mines for the U. S. Army



Pvt. F. A. Heyl went to the Army from Beacon Laboratory, where he used to work as a Stenographer



A Producing Dept. Geologist, 1st Lieut. Tom Girdler, Jr., is an ordnance inspector in the Midwest



Robert C. Stello of the Map and Chart Divn., Comptroller's, N. Y., entered the Air Forces as a cadet



Supply Sgt. Edward M. Rykowski, Baltimore Terminal, went with the Artillery to the Pacific action zone



Sgt. David J. Dryden from Denver Dist., Sales Dept., went into the Medical Corps of the U. S. Army



Pvt. Daniel B. Mahaney, formerly Carpenter, Panhandle Dist., is now an Air Forces technical man



Pvt. James B. Richardson, formerly a Laborer at Port Neches Works, makes a sturdy-looking soldier



Roy Harding, a Texaco Aviation Representative, became a lieutenant colonel after this photo was taken



Pvt. Walter A. Woods, now in the Army, could once be found working in the Treasury Department, N. Y.



This is Pvt. Troy L. Akin, Beacon Laboratory, when he was connected with an Air Forces squadron in Texas



Capt. Ralph J. McBride, Jr., Geophysical Divn., won the Order of the Purple Heart as a B-24 bomber pilot



Sgt. Charles F. Hudson was Warehouseman, Jacksonville Terminal, Florida, when he went into the Army



Col. James L. Draper, who was Chief Lubrication Engineer, Boston Dist. Sales, is with the Army Engineers



Robert W. McFarland, Accounting Dept., Denver Dist. Sales, is an Army warrant officer and price clerk



J. A. Peattie, Counterman-Storehouse, Beacon Laboratory, is with the Field Artillery branch of the Army



A. A. Zarafonetis, who was Order Clerk, Dallas Dist. Sales, is in the personnel section of an Army camp



S. Sgt. J. Stanley Richey, former Laborer, Port Neches Works, has a mechanical assignment in the Army



Capt. Charles Henry Leo was Attorney, Legal Dept., N. Y.; now is with the Inter-American Defense Board



Pvt. Ralph C. Day was an employe of the Oklahoma-Kansas Divn., Producing, and worked at Salem, Ill.



Sgt. Edw. J. Herrmann was Asst. Creditman, Dallas Dist. Sales, and now has a medical job in the Army



Pvt. 1st Class Thomas A. Lawson from the Treasury Department, New York, is now an Army infantryman



Richard L. Saunders, Jr., worked for New York Dist. Sales at Little Ferry, N. J.



1st Lieut. Louis S. McKnight, former Clerk at Pt. Neches Works, with the flying fortress on which he has been serving as navigator in action overseas



Cpl. Robert J. Masterson was an employe of Caltex's Shipping Department



2nd Lieut. J. H. Hambrick went from Producing's General Accounting Office, at Houston, to the Army



Pvt. Leon Huckle from General Accounting, Producing Department, Houston



Pipeliner O'Dale Cook, Electra, Tex., completed his Army Air Forces training course



Pvt. W. W. Jones from Producing's General Accounting Office



Cpl. Patrick H. Donahue was Warehouseman, Framingham, Mass., bulk plant, Boston Dist. Sales



Sgt. Harold Mayen entered service from Beacon Laboratory



Roy E. Smith, Coast Artillery, of Coalinga Dist., Producing



Petroleum Engineer H. D. Murray of Producing is now in a combat vehicle shop at a famous arsenal



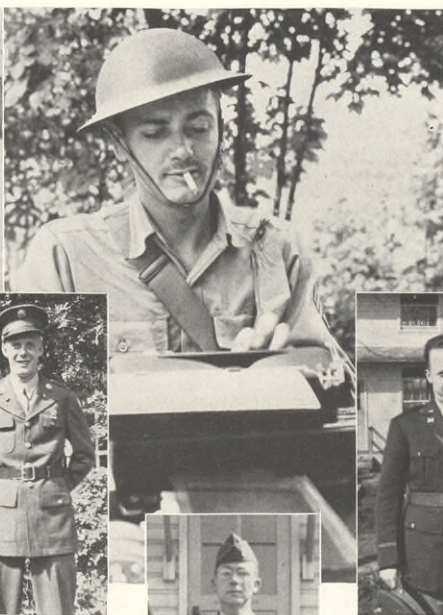
Pvt. Arnold Brocken, Producing Dept., Pacific Coast Divn.



S. Sgt. Charles England, Producing, is a ground crew member



Pvt. R. M. Barrett, Jr., Producing Department Senior Clerk at Pampa, Tex., with Signal Service



(Above) Cpl. Roy E. Lonberg, Coast Artillery, is from Boston Dist. Sales. (Top, center) Stanchfield Payne, Baltimore Term., was private military secretary to three generals



Former Roustabout C. G. Keefe of Ventura Dist., Producing, is a private first class



(Above) 2nd Lieut. Raymond R. Rice, now with the Corps of Engineers, was formerly Engineer at Seminole, Oklahoma, for the Oklahoma-Kansas-Kentucky Division, Producing Department

PHOTO OF STANCHFIELD PAYNE BY 161ST SIGNAL PHOTOGRAPHIC COMPANY, U. S. ARMY SIGNAL CORPS



1st Lieut. Harold A. Bridge was an Indianapolis Dist. Salesman



Lieut. Alden Burrell, Testor, Lawrenceville Works, Chemical Warfare



S. F. Chamberlin of Producing, Tulsa, is now in the Army Air Forces



Lieut. Col. Carl E. Cummings, Beacon, is a tank specialist



Don B. Byerly, Insurance, N. Y., was an officer candidate



Erwin Head was on the employes' roster of Refining's Port Neches Works



S. Sgt. T. M. Griffin was in the Accounting Office, Norfolk Dist. Sales; now he's in the Field Artillery



Among the names on the honor roll of the Treasury Dept., N. Y., is that of M. Sgt. Kenneth C. Fisher



1st Sgt. John A. Driscoll was Invoice Clerk for the Purchasing Dept., N. Y.



The Army Air Corps' Mervin N. Corwin was a Pumper for Coalinga District, Producing Department



Victor M. Grant took to the air from the Oklahoma-Kansas Division, Producing



W. J. McNamara, now a private 1st class, came from Providence Terminal



Well Puller Leonard Hines of Coalinga District, Producing Department, joined the Army Air Forces



Pvt. Hardy C. Drex, Clerk in Refining-Managerial, N. Y., is now in the Army Quartermaster Corps



T. Sgt. T. P. Hallgren was once employed by the Asphalt Sales Dept. of Chicago Dist. Sales



From Lawrenceville Works' laboratory, Sgt. O. J. Gustin went into the Chemical Warfare Service



W. A. Enderle, Jr., who once used to be a Fireman, Boiler House, San Antonio Works, is in the Army



John Gregson left the Brockton, Mass., bulk plant and attended an officer candidate school



Pvt. Robert Maris, Yard Timekeeper at Lockport Works, took medical training



Cpl. Frank Zehner, Steel Erector at Lawrenceville Works, went into the Army



J. J. Birmingham, Service Station Operator at Stamford for Boston District Sales, gets in some practice at an Army field switchboard



Thomas W. Swan, Jr., who was with Boston District Sales, returned from overseas



Petroleum Engineer E. A. Staples, Producing, is with the Army Air Forces



Pvt. William J. Sutton came from Oklahoma-Kansas Division, Producing



Pvt. Emil J. Sassine, Army Air Forces, was a Port Arthur Terminal employe



Lieut. James Rutherford used to be Timekeeper in the Case & Package Division



R. K. Knox, shown as an aviation cadet, was with the Sales Dept. at El Paso



Cpl. John T. Kishline came from The Texas Pipe Line Co., Indiana Division



Cpl. James F. W. Califf, Producing, Denver, is in an Army armored division



Cpl. William J. Dooley, Budget Clerk from Lockport Works, is quartermastering



Engineer Carl E. Heck, Engineering Dept., Producing, is an Army engineer



1st Lieut. Ellis H. Shannon, Geophysical Divn., was ordnance man at camp



Pvt. W. A. Ryan of the Air Forces was Clerk in the office at Port Neches Works



Pvt. Louis G. Wiley, former Clerk in the Oil Run Dept., Oklahoma-Kansas Divn., Producing Dept., at Tulsa, seems to be sitting pretty now in the Army



1st Lieut. Robert W. Butler, Producing, is now in a tank destroyer battalion



Pvt. Carl R. Gemshelm was a Clerk, Accounting Dept., Buffalo Dist. Sales



1st Lieut. Anthony C. Hermans, Quartermaster Corps, was from Touring Service



Mason W. Reeves, a Pt. Arthur Terminal man, went to an officer candidate school



1st Lieut. J. H. Hurley, Air Forces, was Representative, Norfolk Dist. Sales



Apologies to Donald Seibert, Lawrenceville Works, a Marine among Army men



Cpl. Russell Stuart was employed as Stock Clerk at the Houston bulk plant



Pvt. William Babin, Port Arthur Terminal, went with the Army on overseas service



Sgt. M. L. Brandes was Recorder's Helper in South Texas Divn., Producing



John K. Hall, Rotary Helper, Shreveport Area, Producing, in the Air Forces



Pvt. Thomas McDonnell, Clerk, Accounting Dept., Indianapolis Dist. Sales



Cpl. John L. Nichols from Boston District Sales is an armorer, Air Forces



1st Lieut. James F. Blackwell, Producing, Tulsa, entered the Army's Field Artillery



Pvt. Walter Schumann, former Pumper at Lockport Works, is in the Military Police



Now in the Army Air Forces, Lieut. Kenneth Baldwin is from Beacon Laboratory



Pvt. 1st Class Robert L. Staver of the Medical Corps was at Lawrenceville Works



From the Insurance Dept., N. Y., Joseph S. Urban joined the Ordnance Dept.



2nd Lieut. J. E. Robbins, Stenographer, Producing, Shreveport Area, now serves in the Army's Adjutant General's Dept.



Sgt. Robert Secor, now with Army Engineers, used to be at Lockport Works



Cpl. Olin P. Lee, Atlanta Dist. Sales, was an Air Forces officer candidate



Pvt. 1st Class R. C. McHugh from Lockport Works is in the Quartermaster's Dept.



Sgt. Edward S. Richmond, in the Adjutant General's office of his division, is a former employe of Boston Dist. Sales



Pvt. J. T. Hodnett, Producing, is with a signal engineering flying squadron



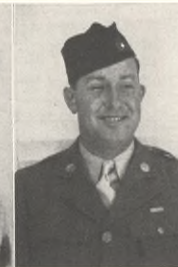
Harold L. Brause, from Refining's Calpet Works, is in the Coast Artillery



T. Sgt. Walter W. Purdy of Lockport Works has an anti-aircraft job now



Cpl. Leonard J. Tesora from Houston Office, Producing, is in the Air Forces



Sgt. C. A. McClain from Norfolk Terminal's warehouse, now wears Army khaki



T. Sgt. Thomas M. Richard-son, from the Caltex Shipping Dept., is in a head-quarters division overseas



Edward A. Gentry from Coalinga Dist., Producing, was a Roustabout; now in the Army's Medical Corps



2nd Lieut. B. K. Morse, from New York District's Asphalt Sales, is now in the U. S. Army Engineers



Pvt. Morris F. Small was a Truck Driver at Port Neches Works before he was a private in the Army



Cpl. Alton L. Lake, in the Army's Medical Corps, was a Pumper at Refining's Providence Terminal



A. E. Downs of Los Angeles Basin Dist., Producing, is a private 1st class now on overseas service



New York District Sales is proud of Pvt. Charles M. Bernstein, who was formerly an Office Boy there



Pvt. Richard W. Fisher used to work for the Refining Dept. in the yard at Providence Terminal



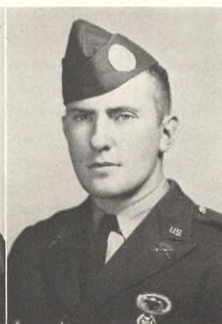
Tom T. Kuwahara, now in the Army, was a Roustabout for Coalinga District of the Producing Department



Lieut. L. T. McBurnett of the Army's Signal Service was formerly a Craft Helper at Port Neches Works



Capt. Valentine E. Dyer, once of Boston District's Asphalt Sales Dept., is in the Corps of Engineers



1st Lieut. James Dick of New York District Sales broke both legs while in a parachute battalion

SOUTHEAST A. A. F. TRAINING CENTER



This is a 6x6 "jeep"

## Explaining the "Jeep"

AS AN indication of our speed of progress these days, the name "jeep," as applied to an Army vehicle, has been turned topsy-turvy in a short three years. The original "jeep" is still the rightful "jeep," but the name is used for quite a different vehicle. This is the opinion of Texaco's good business friend, the Minneapolis-Moline Power Implement Company of Minneapolis. Since there is every indication that Army men and all others are going to use the term as they please, the story of how the first "jeeps" were built and got their name is recorded here as a matter of general interest and to set the record straight.

The original "jeep" was not a diminutive Army scout car, contends W. C. Mac Farlane, president and general manager of Minneapolis-Moline. His company was working on the conversion of a farm tractor to an artillery prime mover as far back as 1938, he says. Some experimental models were placed in the Army maneuvers at Camp Ripley, Minnesota, and Minnesota National Guardsmen, at their encampment there that Summer, first gave them the name "jeeps."

The term is not an adaptation of the letters GP (for "General Purpose"), but was taken from the Popeye comic strip. There was a peculiar animal in the cartoon which was part fowl and part animal. It knew all the answers, and was referred to as a "jeep" because no one knew what else to call it.

The four-wheel-drive vehicle developed by Minneapolis-Moline was not a truck, nor was it the caterpillar type of tractor ordinarily used for hauling guns; neither was it a farm tractor nor a tank. But it answered all purposes and could be substituted for any of these vehicles, so the National Guardsmen called it a "jeep" because it had no other name and did not belong in a class with any other Army vehicle.

A more powerful six-wheel-drive "jeep," or 6x6, as the Army knows it, came into being, but meanwhile a light, four-wheel-drive automobile was adopted by the Army, and somehow this vehicle was called a "jeep." Minneapolis-Moline says it isn't right.

## The War as We See It

(Continued from page 29) instructors from all companies for uniformity, and 475 persons in Drumright received an average of 18 hours of intensive training. Eighty per cent of these people were trained by instructors of The Texas Company.

Classes were made available to all who cared to attend, and the time for attending classes was arranged so first aid work would not interfere with house work or business. Several classes consisted of high school students, and first aid demonstrations were put on at the school for the benefit of all students.

## Five-Star Veteran

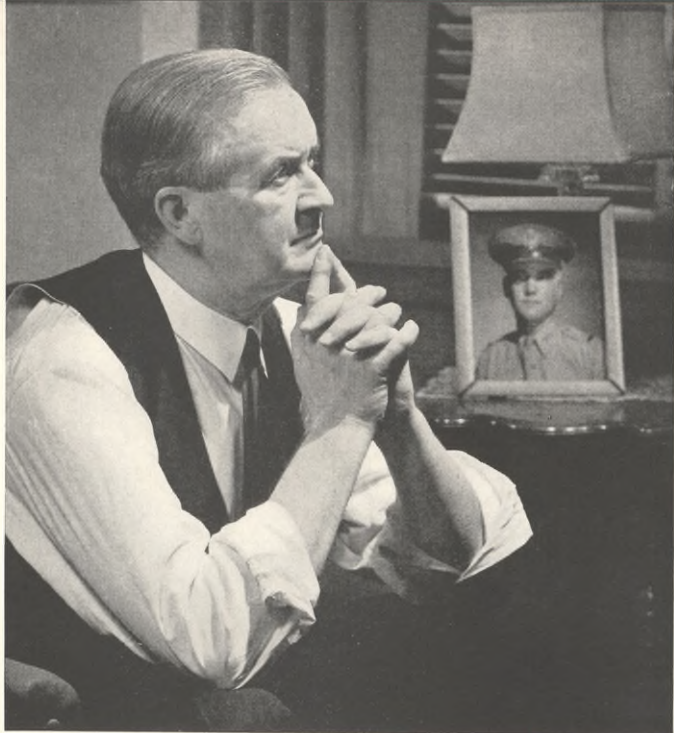
LIEUT. COLONEL MALCOLM B. HELM, pictured as a Major on page 17 of the First Section of this issue, is a West Point graduate and was overseas in World War I. His service in that conflict was noteworthy, for, in addition to other decorations, his service ribbon bears five stars, attesting to action in the battles of Château Thierry, Belleau Wood, Soissons, the Meuse-Argonne, and others, for which he received personal commendations and promotions. He is commanding officer of an air corps depot group which has recently been sent to a foreign battle front. Before re-entering the service, from which he resigned in November, 1920, to become an oil man, he was Assistant Division Engineer for the Louisiana-Arkansas Division of The Texas Company at New Orleans.

## Forty Years of Dividends

ON May 15, 1903, one year after the Company's organization, The Texas Company paid its first dividend on 16,500 shares of \$100 par stock at the rate of 10 per cent per annum. There were 108 stockholders of record.

In April, 1943, the fortieth year of dividends was begun, and the forty-first year of The Texas Company's existence. Dividends are now paid on 11,386,253 shares of stock of \$25 par value. Of these millions of shares, 83.89 per cent are held in lots of from one to 100 shares. Dividends paid in 1942 amounted to \$21,751,252.

The Texas Company has paid continuous quarterly dividends during some of the most trying periods of this country's existence, in spite of panics, depressions, and, recently, greatly increasing state and Federal taxes. There have been 161 consecutive dividends and some extras. This record is an enviable one, and The Texas Company is proud of it.



EWING GALLOWAY

If fathers could only pour their hate through the hot barrels  
of smoking guns, and write the records of their grief  
with bayonet steel!

They said I was too old to fight, though I'm only fifty.

But, if I'm too old to sight and drop a stick of bombs, I'm  
not too old to lay my money on the line for  
war savings stamps and bonds!

Maybe I am too stiff and slow to fly, but I've got control enough  
to keep my car speed under 35 . . . so they can keep  
their fighting planes above 400!

And if I can't march thirty miles a day with a full pack,  
I can walk two miles to work and back to help save  
gas and rubber!

No, I'm not bitter any more because I won't win this war  
behind a gun or on a ship or in the sky.

I've come around to thinking that here at home we've got  
the job of passing the ammunition along, of sacrificing  
little things, of giving up and going without,  
of looking ahead to "less" instead of "more." Somebody's got  
to do the necessary, undramatic things . . .  
and I guess that's what older men are for.

# This might have been a scalpel!



**S**TEEL that might have been a surgeon's life-saving scalpel . . . hands that might be working to attain a surgeon's skill . . . both have been forced into war.

This is not our choice . . . it is our necessity.

Only victory can bring our young men back to their homes. We must hasten the day.

You as an American have made this nation's industries strong by demanding ever better products in time of peace. That strength is strength for all of us today.

The skill and experience you made possible are turning out a flood of war material. The Texas Company is pouring forth vast quantities of 100-octane gasoline, special chemicals for making explosives and synthetic rubber and other war products.

Let's hurry victory . . . by working hard . . . by pulling in our belts on food . . . by buying war stamps and bonds . . . by giving up pleasure driving . . . keeping under 35 . . . saving our tires and gasoline.

Let's speed the day when we can again put peaceful steel in the hands of our young men, not to destroy, but to create.

## THE TEXAS COMPANY

TEXACO FIRE-CHIEF & SKY CHIEF GASOLINES • HAVOLINE & TEXACO MOTOR OILS

