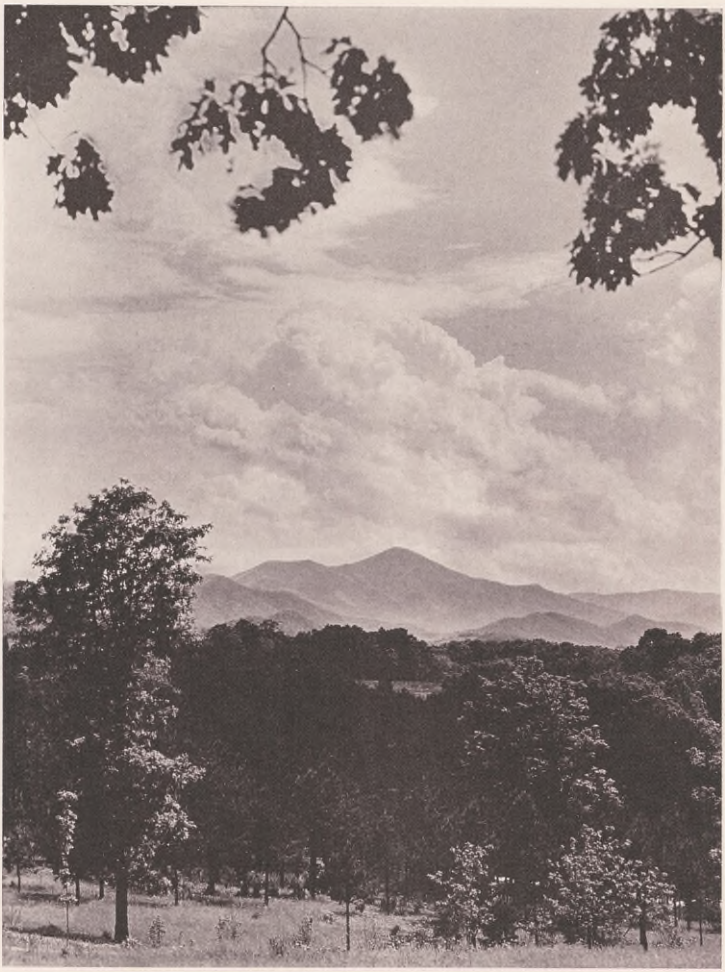
The TEXACO STAR



MOUNT PISGAH, NORTH CAROLINA

On the slopes of this mountain is the great Game Preserve

Vol. XIV SEPTEMBER 1927 No. 9

A Corporation may spread itself over the whole world, and may employ a hundred thousand men; but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression. Every member of an organization who in any capacity comes in contact with the public is a salesman, and the impression he makes is an advertisement good or bad.

—*Sharon Steel Hoop Company.*

The TEXACO STAR

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYES OF THE TEXAS COMPANY

Vol. XIV **September 1927** No. 9

"All for Each—Each for All"

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

Scientific Research for Oil Industry

During recent years there has been a vision and liberality among the managers of American business and industry, in enlisting science to improve methods and to discover new processes and results, which has had much to do with the remarkable progress and expansion of the business of this country.

The investments of individual corporations in scientific research are too numerous and extensive for description, but one coöperative enterprise, established and endowed through the American Petroleum Institute, deserves universal attention.

On November 15, 1925, John D. Rockefeller endowed a program of scientific research in the geology, physics, and chemistry of petroleum under the auspices of the American Petroleum Institute, making available therefor $250,000 in installments of $50,000 in each of five years commencing with 1926. On January 12, 1926, the Universal Oil Products Company, of Chicago, made available to the Institute, in furtherance of the same program, another $250,000 in five annual installments of $50,000 each, beginning with the year 1926.

For outlining and assisting in the work contemplated, the American Petroleum Institute sought and obtained the coöperation of the National Research Council, an organization "to foster, encourage, and coördinate coöperative research."

Thirty-one projects in fundamental research in the geology, physics, and chemistry of petroleum have been adopted. The Institute has issued bulletins outlining the projects, giving the locale and the personnel of the conductors of the respective researches, which may be obtained by those who are interested in the details from the American Petroleum Institute, 250 Park Avenue, New York, N. Y.

The *Petroleum Times*, London, England, commenting on this program of scientific research in the geology, physics, and chemistry of petroleum which the American Petroleum Institute has arranged to be carried on, observes:

> The oil industry of the rest of the world will wish that it also possessed factors which would subsidize research in such a generous manner. Fortunately, however, the United States is noted for its generosity which characterizes her propagation of all the knowledge so gained, so that the oil industries of the world may rest assured that the benefits of these researches will be open to all. Petroleum technologists will marvel at the scope of the program, which covers almost every scientific aspect of the oil industry in the most comprehensive manner. One is tempted to suggest that it is even too ambitious, but if only a fraction of the aims are realized, the knowledge so gained will be of real benefit to the industry.

Foreign trade is a vital part of our whole system—it is not a spare part to be used in emergencies.—*Herbert Hoover.*

Health for the Business Man

The Life Extension Institute in a recent issue of its monthly bulletin, "How to Live," presented some advice by Dr. Eugene L. Fisk which should be especially helpful to "the mature business man who thinks he is tired and the young business man who is afraid that some day he is going to be tired."

The terms "tired" and "fatigued" may be misleading in that they imply an excess of work. As a matter of fact, fatigue is a symptom with many possible causes other than mere work.

In cases where a man reports that he is "all in" at the end of the day or the week, it is necessary to ask the question, "Is the man tired because he is ill, or ill because he is tired?" In by far the greater number of cases we find that the man is tired because he is ill.

It is impossible to strain the brain and nervous system of a healthy man by hard executive work in an ordinary working day. So far as the work itself is concerned, it is not so much the quantity of work as the method of doing things that counts. If a man's work involves the assumption of heavy gambling risks, and intense anxiety and worriment are added to the factor of mere executive labor, a breakdown may come from these combined factors. Yet even in such cases an unpoisoned body and sound organs will carry a man far.

It is important to have this point of view because in conditions of depression and fatigue and a consciousness of inability to tackle work in a spirit of "pep," if reliance is placed upon mere rest or vacations or mitigation of the strain of work, apparent improvement may take place but the underlying condition of disease or disability that is really responsible may be overlooked.

The fundamental protective measure for the business man of any age, if he wishes to prevent that tired feeling or that actual condition of inefficiency, is to have his body and his life examined and all the facts brought to the surface. It may be discovered that there is no physical disability but that he is doing the wrong kind of work or only one kind of work. It has been well said that no man can overwork who does two kinds of work: one by which he earns a living and the other by which he finds self-expression—something in the nature of a fad or avocation.

Just what is the risk that the business man runs by neglecting these precautions? In the first place, the work span of life is too short. Just as the average successful man reaches a period of high development in his chosen field, he has to pass it on to somebody else. If we could retain the experience, judgment, and sense of proportion of the leaders in business for ten or twenty years longer than is now usual and at the same time keep such men in a state of health and flexibility, receptive to new ideas and methods, and with vigor to put them into practice, society would be better off and these men would have a more abundant and satisfying existence.

A few figures will show the life waste that occurs from failure to take the precautions of having periodic biological audits. Perhaps this term will appeal more forcibly to the business man than the commonplace "health examination." After all, the word "audit" is a good one to describe the evaluation of the essential factors in the body and life of a human being. Throwing together the deaths from diseases of the heart and circulation, tuberculosis, cancer, apoplexy, kidney trouble, and diabetes, we have an annual loss of about 700,000 lives. Leading specialists have testified that the most important measure in reducing the death rate from these maladies is the periodic health examination. With all the facts on the table as to the bodily condition and important factors in the life of an individual, it is possible to go ahead and apply in an individual way the fundamental rules of hygiene.

Premature physical breakdown, old age, and the incapacities that assail men in later life are not preordained conditions arising without cause. Hereditary predisposition is an important factor; but nurture and hygienic government of a life can do much to defeat heredity. Most important is the prevention of infections or the eradication of centers of infection in the body. Fresh air, sunshine, and adequate use for our more than three hundred pairs of muscles, are sadly needed in the lives of most business men. This is an age of push-buttons and mechanical labor-saving devices. Rather desperate efforts are necessary to stem this trend toward muscular stasis. A set of chest weights in a business man's office, resorted to occasionally when he feels stale and apathetic, or, better still, used regularly before noon and in the afternoon, would do a lot to prevent muscular apathy and degeneration with its attendant evils.

Also the sedentary worker must fight overindulgence in food and overweight. Over-

weight due to decreasing muscular exertion and increasing or unchanged food indulgence can be readily corrected; not by strenuous gymnastic work, which may over-strain a fat-encumbered heart, but by limiting the fat-forming foods, such as bread and butter, fat meats, and sweets, and specializing more in the bulky foods, such as green vegetables and fruits.

The fact has been referred to that it is not so much the quantity of work as the method of working that induces fatigue. This principle may be applied to the entire range of mental activities. We are often warned against the evil effects of anger. But I am of the opinion that an occasional emotional outlet through righteous indignation is not harmful but rather improves the condition of the endocrine glands. Prolonged grouches, ill humor, and states of tension, however, are harmful to anybody. Hence, as a general principle, serenity is urged as the basis of mental hygiene. Every good thing can be carried to excess—even water drinking—and so serenity may often be abused and states of repression arise from failure to occasionally have an emotional release. A man who runs his business in an emotional way, however, with continual outbursts of faultfinding and anger, would do well to have a biological audit and find out whether these manifestations arise from some physical disability or from exaggerated mental defense reactions.

As a man reaches the later decades of life, it is increasingly important to have these audits. Many a useful business career might be extended not only by the removal of disabilities but by judicious adjustment of working methods. Complete retirement from business is a dangerous thing for any man unless it is necessitated by complete inability to take business responsibility of any kind. Most men soon begin to fade when they have no important decisions to make and no one looks to them for guidance in the fields where they have spent their lives in useful labor.

Work is the greatest stabilizer of health that we have. It is better to equip oneself to meet it than to run away from it. Retirement should not be the goal of a man's activities, but rather a prolongation of his working period, when he can feel that he is really in the game and not a mere observer on the side lines. This working period could be prolonged ten or twenty years on the average by the simple methods of biological audits or periodic health examinations and reasonable coöperation in accepting the counsel based upon them.

A Loyal Ship's Company

Referring to the front cover and inside front cover of *The Texaco Star*, July-August issue, Captain Richard Quick sends the following copy of a letter from him to Admiral Andrews:

S. S. Texas, The Texas Company Terminal,
Port Arthur, Texas, August 15, 1927.

Philip Andrews,
Rear Admiral, U. S. N.,
Navy Yard, Boston, Mass.

Dear Sir:

Seeing your article in our *Texaco Star* relating to reconditioning the good ship *Constitution*, I am enclosing check for $9. Please forward the pictures to the several addresses on the enclosed slip. Those to the ship can come under one cover, and I will see to the distribution. Every man on the good ship *Texas* gives 25 cents for a picture of Old Ironsides.

Very truly yours,
R. Quick,
Master.

South African Railways and Harbours

American Offices, 11 Broadway, New York

Arthur Lefevre, Esq.,
Editor, "The Texaco Star,"
The Texas Company,
Houston, Texas.

Dear Mr. Lefevre:

My attention has been drawn to the succinct article in your June issue, regarding our Railways and Harbours. I much appreciate your interest in our Railways, and thank you for it.

You will be interested to know that I have just recently returned from South Africa, and that Mr. Malan, The Honourable The Minister for Railways, told me that at the present moment there are in actual operation, or definitely authorized, over 6,000 route miles of rural motor services, acting as feeders to the railways. This development has happened within the last three years, and transcends that of any other Government railway during the same period, so that I mention it as evidence of the progressive spirit of our country.

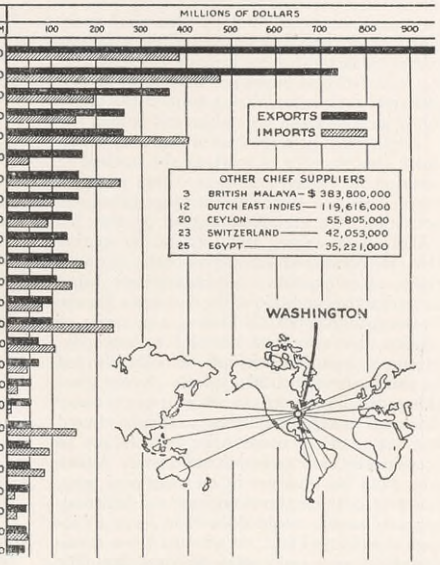
You will be glad to hear that I have had several applications for the South African Railway Memoir, as a result of the suggestion made in your magazine.

With kind regards,

Yours very truly,
George S. Oettle,
Resident Representative,
South African Railways and Harbours.

OUR CHIEF MARKETS AND SUPPLIERS IN 1926

COUNTRY	RANK AS BUYER	RANK AS SELLER	VALUE OF – U.S. EXPORTS TO	U.S. IMPORTS FROM
UNITED KINGDOM	1	4	$ 972,385,000	383,190,000
CANADA	2	1	738,475,000	475,886,000
GERMANY	3	7	364,115,000	198,461,000
FRANCE	4	9	263,779,000	152,030,000
JAPAN	5	2	260,754,000	400,693,000
AUSTRALIA	6	21	168,695,000	45,739,000
CUBA	7	5	160,488,000	250,570,000
ITALY	8	14	157,402,000	102,527,000
ARGENTINA	9	17	143,575,000	88,137,000
NETHERLANDS	10	15	135,795,000	101,894,000
MEXICO	11	8	134,994,000	169,369,000
CHINA	12	11	110,205,000	143,146,000
BELGIUM	13	19	99,289,000	77,799,000
BRAZIL	14	6	95,449,000	235,367,000
PHILIPPINE ISLANDS	15	13	68,648,000	103,797,000
SPAIN	16	24	68,205,000	41,334,000
BRITISH SOUTH AFRICA	17	31	51,080,000	19,827,000
DENMARK	18	56	50,577,000	5,509,000
BRITISH INDIA	19	10	50,009,000	150,887,000
COLOMBIA	20	16	49,282,000	90,242,000
CHILE	21	18	49,044,000	81,442,000
RUSSIA IN EUROPE	22	37	48,499,000	13,503,000
NEW ZEALAND	23	33	41,575,000	18,826,000
SWEDEN	24	22	40,861,000	44,000,000
VENEZUELA	25	29	39,690,000	23,316,000



From the *Commerce Year Book* for 1926, which is being issued in two volumes. The first volume is ready for distribution; the second volume, which will contain all available figures on foreign markets, will be obtainable in October. In ordering Volume I of the *Commerce Year Book*, remit postal money order for $1 to the Superintendent of Documents, Washington, D. C.; and if interested in Volume II, so indicate in your order.

The Term "Australasia"

Objections to the use of the term "Australasia" applied to Australia and New Zealand together have been received by the Department of Commerce from the Dominion of New Zealand. The South Sea Dominion wants to be regarded as a distinct entity separate from its larger neighbor.

The *United States Daily*, August 19, 1927, gives the following statement issued by the Department of Commerce, based upon a report from the American Consul General, W. L. Lowrie, at Wellington, New Zealand:

"Australasia" as a term used to include New Zealand is not at all popular with the people of that dominion. A letter was recently sent to all consuls in New Zealand by the Associated Chambers of Commerce of the Dominion requesting cooperation in suppressing the use of the words "Australasia" and "Australasian." "We desire the world to know," the letter reads in part, "of the existence of New Zealand, and also that our identity is separate and apart from that of Australia. We appreciate the greatness of the commonwealth across the Tasman, and desire to establish and maintain the closest social and trading relations with her people." The letter goes on to state that the two countries are separated by more than mere distance—that their political systems, markets, tariffs, immigration laws, and labor legislation all are different, and that in some directions the national outlook and aspirations of the two countries are not along parallel lines.

In commenting upon this letter, Consul General Lowrie remarks that New Zealand was created a self-governing Dominion more than 20 years ago and quite naturally the people there resent anything which tends to a loss of identity. He agrees that the appointment of "Australasian" agents by American exporters is a mistake and that direct representation is preferable in every way, and he recommends that the use of "Australasian" and "Australasia" be avoided.

Undivided Safety in The Texas Company

P. W. GAUSS, Case and Package Division, Port Arthur

There should be no saturation point when it comes to dealing with Safety among the departments of The Texas Company. We all derive our money from the same source—the treasury of The Texas Company. Our success is dependent on the success of The Texas Company. Safety and success go hand in hand.

Some of us furnish the crude oil from the wells; others transport it through pipe lines, tank cars, or tankers. From it, others make gasoline, kerosene, lubricants, *etc.* For this oil, still others make cans and boxes and other containers; it is then cased and sent to those who sell it. We might classify ourselves as

Producers, Refiners,
Transporters, Sellers.

Can anyone say, "Well, that is another department—let 'em work out their own safety problems," and give a logical reason? We doubt it.

The hazards start at the well and go right through the whole works. The same difficulties and problems have to be overcome. Why not get the benefit of the other fellow's experience?

The Marine Department at Port Arthur, the Port Arthur Terminal, and the Case and Package Division at Port Arthur meet and discuss their safety work as one. If we had any oil wells or "Producers" here, we would try to enlist safety representatives from those employes.

Why not invite the Sales Department to help us in our safety work? There are no doubt Sales Department representatives at every place where we have safety meetings, and why not have those sales people attend these meetings. There is much that we have in common and there are many lessons we might teach and learn. Sales methods in 'selling' Safety may be the important thing we have overlooked.

Is Industry So Hard-Boiled?

An Observer in the New York Offices

I wonder if the general public hasn't got the false conception that industry is a rather "hard-boiled" and "cold-blooded" proposition? And I further wonder how they crystalize such an idea. In the August number of *The American* Albert Payson Terhune, the distinguished novelist, has written an interesting article under the caption "Hard-Boiled." I say the article is interesting, but I will not concede that it is all true. I have always enjoyed the stories from the pen of Mr. Terhune, and though he may be familiar with dogs and the great out-of-doors, I seriously doubt whether he is familiar with industry and the men who make it up—both those who guide the destinies of the various concerns and those who toil in grime and reek in sweat to keep it going.

I am talking not from the standpoint of the executive but from the standpoint of the worker, and in my refutation of Mr. Terhune's remarks concerning industry I feel sure that the greater part of the thirty millions of workers who make industry possible will agree with me.

I was not fortunate enough to be born with a silver spoon in my mouth, neither did I fall heir to some great manufacturing concern; rather, I stepped from a hard-earned education to the portals of industry, asked for work, and got it. My first job was passing coal. Through the years I have moved through the ranks, rubbing shoulders with thousands and thousands of real producers, and have gone high enough in the files to make a penetration test of those who stand at the helm of big business.

Industry or capital or the employer, or whatever we choose to call those who make business possible, has not only pointed out opportunity to me—they have prepared me for it—and then they have given it to me, blazing the trail as far as I should choose to follow. When I say me, I mean the millions who daily

carry on, not alone for pay but in the discharge of their duty, rendering service and making possible greater happiness for Mr. Terhune and the rest of the world.

In his article Mr. Terhune goes on to say that sentimental gush on the part of the employer has been a mighty weapon in appealing to the "soft-boiled" side of the workers, whether it be to obtain extra toil or a temporary cut in pay. He cites a case of Jones who has rounded out fifty years of productive service with The Ironsoul Corporation, and at the end of such service the boss of the corporation figures out that a testimonial dinner to Jones would be a fine method of securing some free publicity, and at the same time would serve to make an appeal to others—catering to their "soft-boiled" natures to remain with the dear old firm. The guests are invited at $3.50 *per*, except, of course, Jones, and if there are sufficient funds left from the dinner a thin loving cup is bought for Jones which makes up for all the grind and toil that he has put in for Ironsoul Corporation during a half century.

He says that Jones hasn't got the guts to tell the boss that he knew he had the dinner coming to him, and that he should say further that the occasion should be taken to present him with three hundred shares of the company stock, or award him a substantial pension for the rest of his life as a slight recognition of his long and valuable service.

Wouldn't Jones be showing a fine sense of appreciation if he did that? And I'm wondering if Mr. Terhune was thinking of Soviet Russia when he made mention of industry, or of the good old U. S. A. He's all wrong in his picture of industry, and the unfortunate part of the matter is that such false industrial impressions should be made on the public.

I've been to a good many industrial dinners, but when they were given by the employer I've yet to know of one where the guests were asked for a penny—nor does industry instigate any of these affairs among their employes and expect the employes to pay. If I can round out fifty years of service with my concern, I hope they'll give me a dinner. If they do, I know that they'll foot the bill. That is the way industry does. And after they had given me opportunities, good wages, consideration, kindness, help in times of adversity, and a thousand other things—not in appeal to my "soft-boiled" nature, but rather to bare the soul of industry to one who helped to make it up—I'd be an ungrateful ass to expect one share of stock or anything else that was the property of the stockholders.

At such an affair, it would be in order for the "Boss," as Mr. Terhune calls him, to get up and say: "Boys, we're giving this little fellowship dinner to old man Jones who has been one of us for fifty years. He has carried on diligently and faithfully for half a century —conforming to our customs, and abiding by our instructions. In Jones you see a living monument to the world's happiness; he has labored for others in order that they might enjoy greater blessings of life, and here toward the end of the road we find him with all his physical faculties—just as he came to us long ago, except that he has acquired fifty years of wonderful experience. During the years he has been one of us, we have paid him, out of the cash drawer, $87,956. He has been able to raise and educate his family. He owns a comfortable home and an automobile. He has been provident enough to take advantage of our annuity plan, and next week he will retire on $1800 a year for so long as he lives, and here's hoping he lives to be an even hundred at least."

I've been in industry for a number of years. I've looked on from both the employer's side and the worker's side, and I've failed to find either the "hard-boiled" or the "soft-boiled" attitude in either case. Industry has made life not only possible for me, but it has made that life happy, because work is the basis of happiness. It has built my home, it has furnished it with every comfort, it has helped me to be of service to the world as well as to my family.

Brick buildings and tall stacks and mere wages do not make industry. It is really made by the souls of men who in harmony and understanding toil to make better homes, better people, and greater happiness. As the years roll around, the greasy overalls and the white collars are drawn closer and closer together, and if there may have been, in the past, troubled waters in industry, they have been calmed by pouring on them the oil of sincerity. Today, from the highest executive to the humblest laborer, you will find them all carrying and using the Golden Rule by which they measure the days of service.

Industry—men and management—are *medium done*, and if you took the fellowship of the plant and the understanding of human souls out of it, the world would slip back many centuries. The backbone of industry is not

based on "hard-boiledness," "slave-driving," "soft-soaping," or "charity." It's the spirit of tall stacks and humming machinery, where the captains and the lieutenants and privates all go over the top together and struggle for the objective of human happiness. Old timers are not skidded out—newcomers are not cajoled and soft-soaped—it's a he-man's game in which every worker is playing his part. American industry has become the greatest institution that the world has ever known simply because it's fair and human from the outermost edge to the very core. Workers are being paid good wages for good work. As for myself—well, I just wish I could devise something that would save my concern a million dollars, because—well just because I like to work for them and not because I expect them to give me three hundred or three thousand shares of stock.

I wonder if it ever occurred to Mr. Terhune to slip the man who invented the typewriter a few thousand just because it enables him to get out his manuscript quicker, easier, and better. He may be dead, but I'm sure his heirs would be glad to get it. I'll leave it to any worker who has worn dirty overalls and calloused his hands, if industry is "bull-dozing," "hard-boiled," or "soft-soaping."

Some versatile writer ought to tell the world something of the soul of industry, and the soul is neither "soft-boiled" nor "hard-boiled." That was fixed years ago by the humble carpenter of Galilee, who left to the world the pattern for a square deal between man and man.

Vacations

There are three good reasons why all employes should have vacations.

One is so the employer can see how anybody's and everybody's place can be filled.

The next is so the employe can see, when he returns, how well he can be spared, since things go right along without him.

The third is so the employe can show the employer, and the employer can understand that the employe is not manipulating accounts or engineering deals for his own benefit. Many a defalcation could have been avoided had the trusted man been sent away for a few weeks every year, and an outsider put in his place.

Beyond these, the vacation has little excuse.

As a matter of recuperation the vacation does not recuperate, since, as a rule, no man needs a vacation so much as the person who has just had one. The man who is so run down that he needs a vacation can never adjust or reform himself in two weeks. What he really needs is to reform his life.

To work during the year at so rapid a pace that in August one's vitality is exhausted and a rest demanded is rank folly.

What we all need is enough vacation *every day* so that we can face each morning with health sufficient to do our work in gladness. That is to say, we need enough of a playspell every day to keep us in good physical condition.

The man who is done up and fagged out has not found his work.

And the man who lives during the year in anticipation of vacation does not deserve one, for he has not ascertained that it is work, and not vacations, that makes life endurable.

If you hustle so continually that your system demands a vacation, you have gotten where you can not do good work. If you have reached a point where you can not do good work, you can not enjoy your vacation.

If you absolutely need a vacation you are not in the mood to enjoy it, because it is thrust upon you by necessity, willy-nilly. Things forced upon us are never pleasant.

The only man who can really enjoy an outing is the man who does not need it.

Before you manage a business you had better learn how to manage your cosmos.

I know what I am talking about, because I take vacations myself.

Up to thirty-five it is well to associate with older men, and after thirty-five with younger men.—*Through the Meshes.*

A District Gauger's Work

FRANK S. REID, The Texas Pipe Line Company, Electra, Texas

Observing a District Gauger at work one would not presume his work would be difficult of imitation, yet back of it all is an exacting requirement for care and thought, and he is therefore chosen for his ability to represent the company he is working for honestly, and to see that the oil producer from whom the company is buying and running the oil is treated with every fairness.

Let us take the gauger, photographically, through a day's work, and see what he has to do:

A gauger likes to see clean tanks, nicely painted, and good facilities provided for his getting on top of the tanks without endangering his life. We see in photographs No. 1 and No. 2 this condition.

Accuracy in tank numbers can only be impressed upon the gauger's mind by large clear numbers always freshly painted in proper place on the tanks as illustrated in photo No. 3.

How changed are conditions from the old to the new in the way of testing oil. We see in photograph No. 4 how much apparatus a gauger has to carry. Hydrometer, oil thief, gauge line and reel, test can, test bottle, wrench, centrifuge machine, and seals, all to be put to good use.

Photograph No. 5 shows the gauger ready for his work (Gauger C. C. Haralson, Electra District 13). His first work is sampling the tank by means of the oil thief, taking a sample from the top, middle, and bottom; and these he pours together, as seen in photograph No. 6, to get an average sample of the tank.

Then he gauges his tank, as shown in photograph No. 7, doing this in the presence of the producer's representative as seen in photograph No. 8.

Since payment for oil is based upon its gravity and temperature, the gauger must make a hydrometer test of the oil, which registers the gravity and temperature at the same time, as we see in photograph No. 9.

This is followed by the BS test, and it is necessary for the gauger to fill his test tube as shown in photograph No. 10. The test tube is then placed in a centrifuge machine and whirled for three minutes to allow the BS to settle. This operation is seen in photograph No. 11. In photograph No. 12 he reads the percent of BS at the small end of the bulb.

His tests are completed, and after he is satisfied of the results he releases the oil in the tank for pipe line transportation as shown in photograph No. 13.

Finding an empty tank in a battery, he, at the same time, locks and seals the stop, as illustrated in photograph No. 14.

He puts his test data down on the gauger's ticket as shown in photograph No. 15 and hands copy to the producer's representative as in photo No. 16, and is off to another battery to repeat the same performance.

The mind of man in a long life time will become a magazine of wisdom or folly, and will consequently discharge itself in something impertinent or improving. As there is nothing more ridiculous than an old trifling story-teller, so there is nothing more venerable than one who has turned his experience to the entertainment and advantage of mankind.

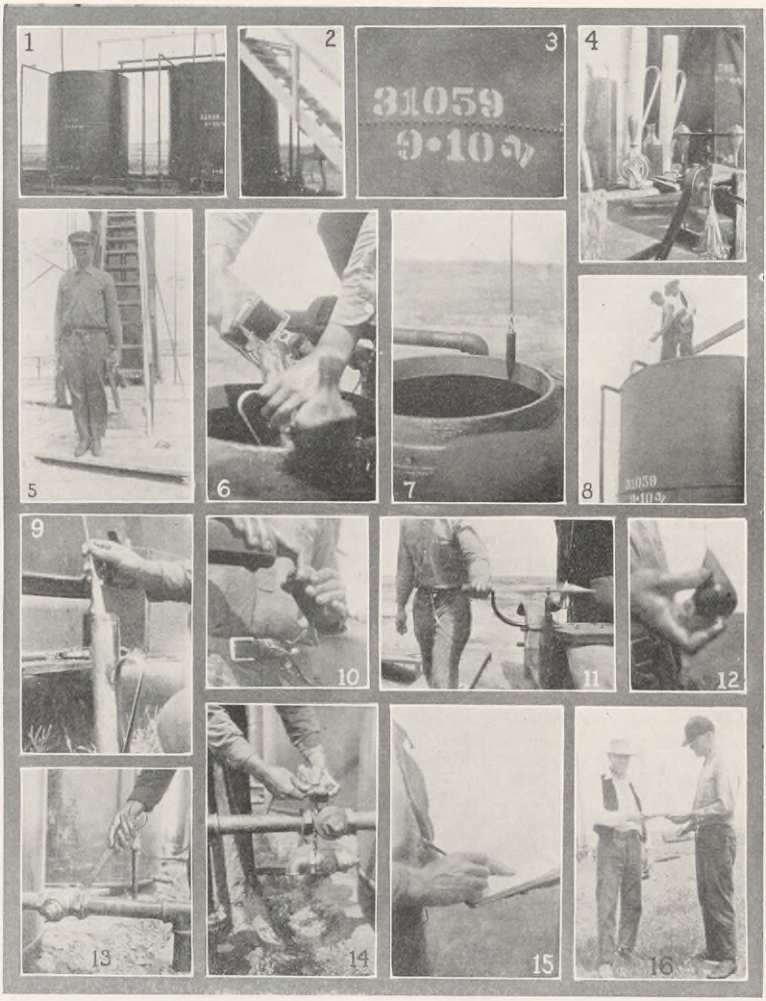
—*Sir Richard Steele.*

In an article entitled "An Hour with Georges Clemenceau," in *Les Nouvelles Litteraires* (Paris Weekly), June 11, 1927, translated in *The Living Age*, August 15, 1927, Frederic Lefevre gives an account of an interesting interview with the indomitable old man, now closing his 86th year, who had just returned from India. In the conversation M. Lefevre inquired: "What are your bedside books?"

Clemenceau answered:

"I have none; I never read lying down. But the books that I reread are the classics —the powerful work of men who took the trouble to think before sitting down to write."

My honor is my own property. No man can bestow it upon me. The honor which I carry in my heart is all I want. No man can add one jot to it or subtract one iota from it. It is mine to dispose of as I will. I give myself as much as I believe I've earned. I refuse to accept more.—*Prince Bismarck.*



The Day's Work of the Tank Gauger

Photographs by Frank S. Reid, The Texas Pipe Line Company, Electra, Texas

See preceding page.

School Playgrounds and Asphalt Surfacing Material

G. A. McCLELLAN, Representative, Asphalt Sales Department

The public schools of Richmond, Virginia, have long been troubled with the problem of keeping the playgrounds at the various schools in the city in satisfactory condition. Because of the constant tread of many feet any grass that could be induced to grow during the summer vacation months was quickly trampled out of existence after the opening of the school term in September. During dry weather clouds of dust would fill the school buildings, necessitating much extra labor and expense in cleaning operations. During rainy spells the playgrounds became pools of mud, which was carried by the feet of the children into the halls and classrooms in unbelievable quantities.

Captain A. B. Cousins, supervising mechanic for the schools, set about finding some method of eliminating the dust and mud evils at a cost within the means available. On account of the area involved, it was prohibitive to consider a hard permanent pavement. Such a pavement would also be undesirable on account of danger of injury to children in frequent tumbles in their play. A surface that would be free from dust and mud, not too hard and unyielding, and which would be within a reasonable expenditure, was the result desired.

During 1923 and 1924 a few barrels of various bituminous materials were used experimentally in the treatment of small areas. Results from some of these experiments proving satisfactory, in 1925 the work was carried out on a larger scale. During 1925 four carloads of Texaco No. 55 Surfacing Material were applied to a number of the playgrounds in the city. In 1926 two more carloads were used, giving in some instances a second treatment to areas first treated in 1925. The areas treated at the schools vary in size from small corners to several thousand square yards.

The method of application is briefly described as follows: The area treated was leveled and smoothed with a scarifier and a blade grader; then rolled firm with a 5-ton roller; and when thoroughly compacted and dried it was swept clean and free from dust. The asphaltic surfacing material was then applied cold at a rate of approximately one-half gallon per square yard. The whole was then covered with coarse, clean, sharp sand, such as is used in concrete construction, in quantities sufficient to just hide the asphalt. It was then re-rolled lightly. Because of some trouble experienced by the sticky material adhering to the feet of the children after the start of school, it was necessary to use an excess of sand over that required to combine with the asphalt. Some extra attention during the hot early fall days was required to keep sticky spots covered with sand. After the sand is thoroughly absorbed, however, this trouble disappears, and when cool weather sets in the excess sand may be swept aside and stored for future use.

The grounds treated at the Richmond schools now present a smooth, dustless, and mudless appearance during all kinds of weather. Before treatment it was a common occurrence to remove a large number of buckets of mud from each building after every rainy day, while now it is a rare occurrence to get one bucket from the same building. The principals of several schools are quoted as saying that conditions have been vastly improved at their buildings both inside and out, and that the dust and mud annoyances have been greatly alleviated.

J. E. B. Stuart School

Richmond, Virginia

The photograph shows to some extent the contrast between the section of the grounds that has been treated with Texaco Surfacing Material and the untreated section in the left of the picture.

Thousands of visitors throughout the year take advantage of recreation facilities in Pisgah National Forest

The Sportsman's Paradise in Western North Carolina

JOHN DEWEY TOPPING, Asheville, North Carolina

Photographs from Asheville Chamber of Commerce

Western North Carolina is rapidly becoming a sportsman's paradise as a result of the wise application of conservation principles in the administration of the Pisgah National Forest. Years ago George W. Vanderbilt, pioneer in American forestry, established near Asheville the first planting of reforestation areas. In those days many people looked upon George Vanderbilt as a mildly insane person whose mania was trees. Today his memory is revered as one of the founders of the forest conservation movement in America.

George Vanderbilt's labor of love in Western North Carolina was the foundation upon which has been constructed the great Pisgah National Forest. There are now 300,000 acres included in the tract which originally consisted of an area donated to the government by Vanderbilt. Within this tract are found acres upon acres of white pine which were planted in Vanderbilt's lifetime and which have grown to be magnificent stands. From the Vanderbilt estate in the French Broad Valley, the initial area of the Pisgah National Forest, extending to well past the summit of Mount Pisgah, flow the slopes of the most picturesque mountain ranges in the "Land of the Sky."

Within the borders of this particular area of the National Forest is located the famous Pisgah game preserve consisting of 98,000 acres. The game preserve was established with the primary object of increasing the amount of game life already existing in this mountain region. The reservation was fenced and is thoroughly policed by seven wardens. Streams which wander down the valleys have been stocked with brook and rainbow trout. To the already abundant wild life in the tract there have been added from outside sources some fifty elk and a number of bison.

A recent census estimate of the area demonstrated that there were within the borders of the preserve about 3,200 red or Virginia deer and about 60 black bears. Elk and bison have slowly increased, although only recently introduced. Numerous foxes, racoons, opossums, and other small fur bearers are abundantly represented in the population of this area.

Within the game preserve a perpetual closed season is observed; but this protected supply of wild life is so abundant that the game spreads to the other reaches of the National Forest and the shooting in season in those other areas is therefore unusually good. Outside of the game preserve the game laws of North Carolina are in force, giving open seasons in accordance with the statutes of that State.

An open fishing season of four to six weeks in May and June is allowed by the Forest Supervisor. This season is under the supervision of the forest officials and may be closed arbitrarily. An instance of this was noted recently when an excessively dry season added

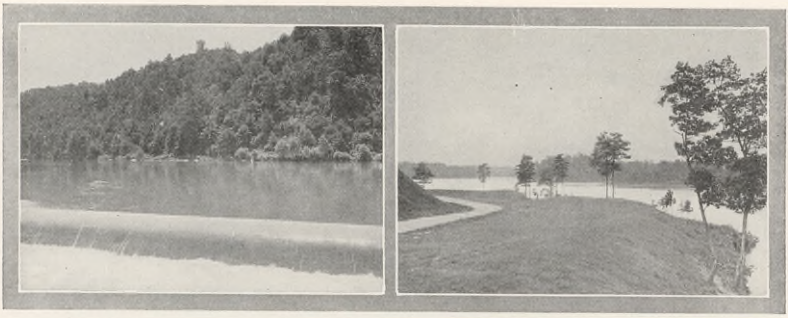
1. Linville Falls, over 100 feet high, in river of same name, in Pisgah National Forest.
2. Waterfalls and deep quiet pools, haunts of the rainbow and speckled trout, alternate in the streams.

to the danger from the camp fires built by fishermen, and the fishing permits were discontinued until after sufficient rain had fallen to reduce the fire menace. Fishing is allowed at a daily rate of $1 and the bag limit is fifteen, with a limit of ten days fishing per season per person. The wise administration of the forest officials has produced most desirable conditions, whereby every fisherman gains at least some good sport for his effort.

Within the game preserve there are 100 miles of trout streams, and 54,000 rainbow and speckled trout of fingerling size are annually stocked in these streams from the supply furnished by the federal hatchery. This constant stocking of the streams has produced not only in the game preserves itself but in the lower reaches of these streams a fishermen's paradise.

The Pisgah National Game Preserve and the Pisgah National Forest are in one of the most beautiful sections of America. The Land of the Sky occupies a plateau between the Great

1. Stream in Pisgah National Forest, where speckled and rainbow trout abound.
2. A woodsman's bridge in Nantahala National Forest in Western North Carolina.



1. Wide stretches of quiet water give its name to the French Broad River.

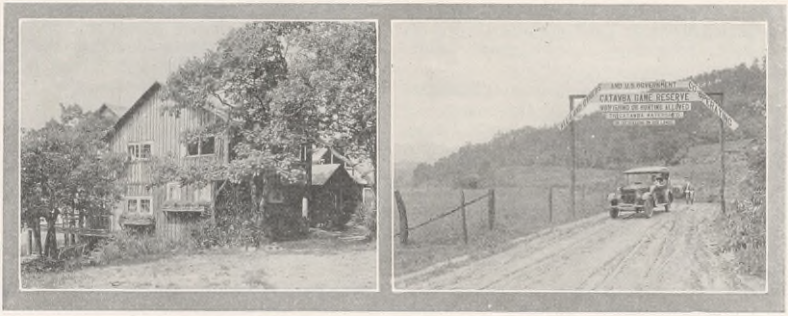
2. Lake James, haunt of black bass, near Asheville. The highway seen in the picture connects with a paved State highway a little further on.

Smoky Mountains on the west and the highest part of the Blue Ridge on the east. With an average altitude of 2500 feet, the climate of this plateau is excellent in every season. A clear mountain atmosphere adds to healthful influences of outdoor life in the National Forest.

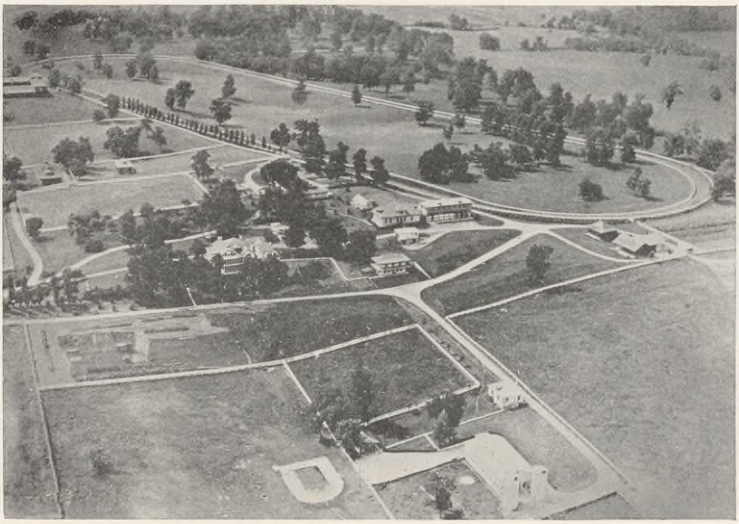
Asheville occupies an almost central position in the midst of the Pisgah National Forest and the beautiful city is a great vacation center. Great national highways lead to it. Over 1,000 miles of paved roads radiate from Asheville through this mountain wonderland and near it are resorts of international fame.

In the Black Mountains near Asheville is another large area of the Pisgah Forest and there on the slopes of Mt. Mitchell, the highest mountain in eastern America, a planting of black spruce is under way. Throughout this lofty mountain range there are many beautiful bridle trails enjoyed by those who answer the call of boot and saddle to follow the dim reaches of a forest planked trail to the enchanting vistas which reward the equestrian.

Forty miles from Asheville the Great Smoky Mountains National Park is being established, which with its 700,000 acres of primitive mountain land, well stocked with wild life, will be one of the world's greatest preserves of animal and plant life. The addition of this great area, which will be established within the present year, will produce in Western North Carolina a monumental completion of the work begun by George Vanderbilt. The Land of the Sky will be at once a great playground for the teeming population of the United States and a great preserve for the beautiful primitive wilderness harboring the wild life formerly so abundant in the eastern United States.



1. A rustic inn in the National Forest. 2. Catawba Game Reserve, near Asheville, where game is protected.



Idle Hour Farm owned by E. R. Bradley, Lexington, Kentucky

A race-horse paradise where colts and racing animals graze on bluegrass and are developed into some of the fastest on the track. Note the private race track for training.

Kentucky Bluegrass

E. L. PUTNAM, Pryse Works, Pryse, Kentucky

Grass—just one of Nature's commonplace possessions, yet a State adopts it as its namesake; business concerns use its name for products as a silent selling point; an industry producing the most high-spirited race horses has embedded itself in the homeland of this remarkable life-giving plant, Kentucky Bluegrass.

A brief stay in the renowned "Bluegrass State," which holds fast to the memory of Abraham Lincoln, Henry Clay, Daniel Boone, and other notables, brings forth an abundance of allusions to our subject. Observations impress one with a realization that bluegrass not only merits the prominence attained in the past, but that it continues in significance of life, growth, wholesomeness, and prosperity. Among the homefolk it is conceded to be the "last word" in prosperity and comfort, as it is not unusual to hear an account of some citizen who came into possession of considerable wealth and "bought a bluegrass farm;" to them it would seem useless to offer additional evidence of prosperity. To many Kentuckians the love of the great and beautiful out-of-doors is so in-bred that Wall Street's multi-millions of dollars or exalted positions in the midst of magnificent buildings shut off from constant communion with Nature in its grandeur have no appeal in their conception of worldly enjoyment.

Kentucky bluegrass thrives in a rather limited area in America, and we wish to present to some who have not had the privilege of feeling its "touch" a few of the simpler facts concerning its growth and value, in more common terms abstracted from information generously given by gentlemen of the Kentucky Agricultural Experimental Station, among whom were Messrs. H. Garman, T. R. Bryant, and E. J. Kinney of Lexington, and K. J. Bowles of Irvine.

Drying bluegrass in the open near Paris, Kentucky

Similar windrows are stacked in tobacco warehouses or other shelter for protection from rains, making possible a greater germination percentage for the seed which is usually very low. Frequent stirring is necessary to prevent heating. Photograph by H. Garman, Agricultural Experiment Station, Lexington, Ky.

According to good authorities there are as many as ninety species of bluegrass (*Poa pratensis*) and Canada bluegrass (*Poa compressa*). The latter is the true bluegrass, its blades and stalks having a bluish-green color which is distinct and characteristic, whereas the blades of the Kentucky bluegrass have deep green color and do not have a bluish hue. It is apparent that Kentucky bluegrass has acquired the word "blue" because of similarities other than that of color. Canada bluegrass has the older and more appropriate claim to the word "bluegrass."

Kentucky bluegrass is not regarded by the best authorities on botany as a native of this country, but was brought to Virginia from England by the colonists who formed the first settlement at Jamestown in 1607. There is evidence that Captain John Smith, who taught the early colonists that "those who will not work shall not eat," also taught them how to grow bluegrass pastures. Writing in 1630, he says: "There is grasse plenty though very long and thick stalked" (*i.e.*, wild grass). "You may have harsh speargrass enough to make hay of, till you can cleare ground to make pasture; which will bear as good grasse as can grow anywhere as it now doth in Virginia."

William Penn grew English grass (*Poa pratensis*) in his courtyard in 1685. Benjamin Franklin wrote concerning it in 1749, and Thomas Jefferson was also familiar with the grass. It is reported that Daniel Boone often visited in Virginia at Carpet Hills, an estate famous for its excellent bluegrass. About the year 1800 two young men named Cunningham introduced at Strode's Creek, Bourbon County, Kentucky, bluegrass seed brought on horseback from Virginia, and were responsible for its widespread planting by instructing others in its cultivation along with timothy hay.

The grass thrives best in the mountain valleys of Kentucky, Virginia, and West Virginia. The "Bluegrass Region" of Kentucky is composed of about fifteen counties in the central part of the state, with Fayette, Woodford, Clark, Bourbon, and Jessamine as the most prominent, producing some of the best seed in

Near
Lexington, Kentucky

Harvesting bluegrass seed and preparing it for drying.

addition to abundant growth for grazing. Some is found as far south as Tennessee, and west as far as Nebraska. The localities are especially adapted to the best returns because of the heavy lime content of the soil.

There are several outstanding characteristics of the plant that make it so valuable where it can be grown successfully.

Foremost of these is, that it is one of the most nutritious and palatable of pasture grasses. Cattle prefer it to timothy or redtop. Beef cattle gained from 7 to 182 pounds (average 57.3 pounds) per acre, according to findings of the University of Kentucky and U. S. Department of Agriculture in 1923 on 15 farms comprising 2,770 acres.

Second in importance might be considered its long season of growth each year, and hardiness. Grazing upon it begins in April and continues until December, hot dry weather being practically the only hindrance to its continuous growth. Weeds, shorter-lived grasses, and nurse crops are replaced by bluegrass within three or four years after it has been sown. Eight years of growth is not uncommon for bluegrass, and when used in a rotation system, six or eight years (preferably eight) are allowed for its span, undisturbed, all the while affording excellent grazing to horses, cattle, or sheep.

Quite strange for a plant that is not leguminous, as are alfalfa, clovers, peas, etc., bluegrass leaves the soil in excellent condition for producing the best quality of burley tobacco after eight years in the field or pasturage. Corn also does well on the soil at this period.

Many lawns in these localities are given over to bluegrass, sown in carefully prepared soil, along with clover as a nurse crop until time provides more luxuriant growth. Too close mowing, however, is injurious in hot weather.

June grass, wire grass, and spear grass are names given to bluegrass. The plant is shallow-rooted, and makes a close even sod. The culms, or stalks, are not over two feet tall. The upper leaves are not over six inches long and one-fourth inch broad, but the leaves at the base are longer. The flowers are in open panicles with three to five flowers on the spikelets. The seed, consisting of the grain and envelope, resembling somewhat lettuce seed, is one-tenth to one-sixteenth inch in length. It ripens in June, hence the name of June grass.

Well drained loam and loamy clay are soils best suited to bluegrass, the heavy clay and sandy soil being unfavorable.

A home, to me, is a place where you intend to stay—a century or two, perhaps.

—Frederick L. Allen.

It is not society that needs regulation; it is the individual who needs self-regulation.

—Chang Hsin-Hai.

Do not be afraid of criticism—criticise yourself often.

The Birthplace of Sam Houston

Memorial to Sam Houston, unveiled June 11, 1927, at his birthplace, Timber Ridge, Rockbridge County, Virginia.

1. Miss Charlotte Williams, great granddaughter of Sam Houston, just after the unveiling.

2. Judge Streseman of Texas speaking on the life of Sam Houston at the unveiling of the monument.

3. Miss Charlotte Williams and the Texas Club of Virginia Military Institute at the dedication of the memorial to Sam Houston at Timber Ridge, Virginia.

The "Times Herald," Dallas, Texas, admonishes: "Prideful Texans who pass through Virginia should not fail to pay a visit to Timber Ridge, the birthplace of our State hero, Sam Houston, and see the shaft that was unveiled there recently in his honor."

Sam Houston is perhaps the most picturesque hero in the history of our country and, especially for his consummate statesmanship and skill in negotiating the addition of Texas to the Union, ranks with the great builders of this nation. The tablet on the monument beneath the "Lone Star" reads as follows:

1793—On the knoll in the rear of this spot stood the log house in which was born Sam Houston—Soldier and Statesman—Commanded Texas forces at Battle of San Jacinto—First President of the Republic of Texas—Obtained her admission into the Union—Governor of the State of Texas—Her first senator at Washington—To his honor this tablet is erected by the Kiwanis Club of Houston Texas—1927.

Use the Coarser and Darker Flours

KATHERINE FERGUSON CHALKLEY, State College, Pennsylvania

Many of the more common sicknesses are caused, so food and health authorities tell us, by the too frequent and exclusive use of finely milled white flour. More and more we are coming to realize that if we would be healthy, we must eat wisely; that if we would eat wisely, we must choose a well balanced diet that has breads made from coarser and darker flours.

Even the most enthusiastic dark bread followers, however, occasionally wish for variation. As for those who are just discovering that the coarser and darker flours have much more taste and flavor than white flour, they are anxious to display their newly acquired knowledge to their friends.

Here are a number of excellent ways to get variation and to display knowledge.

Graham Gems

1¾ C. graham flour
1 tsp. salt
4 tsp. baking powder
2 tbs. sugar
3 tbs. shortening
1 egg
1 C. milk

Mix the dry ingredients and gradually add the milk. Beat until smooth. Add melted shortening, and lastly fold in well beaten egg. Bake 20 minutes in a hot oven in well greased gem tins.

Bran Muffins

1 C. bran
½ C. flour
½ tsp. salt
¾ C. milk
1 egg
4 tsp. baking powder
1 tbs. shortening

Mix and sift the flour, salt, and baking powder. Stir in the bran. Gradually add the milk. Beat until smooth. Add melted shortening and well beaten egg. Pour into well greased muffin tins and bake in moderately hot oven 20 minutes.

Popovers are great favorites with youngsters —as well as with their daddies. Rye flour goes into the making of these.

Rye Popovers

2/3 C. rye meal
1/3 C. flour
½ tsp. salt
2 eggs
1 C. milk
1 tbs. melted shortening

Mix and sift rye meal, flour, and salt. Gradually add milk, stirring all the while to obtain smooth batter. Add egg, beaten until light, and melted shortening. Use an egg beater and beat the batter vigorously several minutes. Grease the muffin or gem pans—iron are best—and put into the oven until they are sizzling hot. Fill the pans, three-fourths full of the mixture, and bake in a hot oven 40 minutes.

Oatmeal, that good old breakfast staple, may be used in muffins.

Oatmeal Muffins

1 C. rolled oats
½ C. flour
½ tsp. salt
3 tsp. baking powder
1 egg
¾ C. milk
2 tbs. melted shortening
1 tsp. sugar

Use quick oatmeal. Mix and sift the flour, baking powder, salt, and sugar. Stir in oat meal. Add milk, shortening, and well beaten egg. Pour into well buttered muffin tins and bake in a hot oven 20 minutes.

Whole wheat flour is capable of producing as many delicacies as is white flour. Try this nut bread for one of the proofs.

Whole Wheat Nut Bread

2½ C. whole wheat flour
½ C. white flour
½ tsp. soda
4 tsp. baking powder
1 tsp. salt
½ C. molasses
½ C. water
¾ C. milk
2 tbs. shortening
1 C. nut meats
4 tbs. light brown sugar

Mix flour, whole wheat flour, soda, baking powder, salt, and sugar together. Add molasses, water, and milk. Mix well. Add melted shortening. Mix well. Add the nut meats which have been dusted with flour. Beat thoroughly. Pour into two well greased loaf pans and let stand 15 minutes. Bake in a slow oven 40 to 50 minutes.

"Why," you ask, " do you use a little white flour in most of these recipes, when you're trying all the time to get away from the use of white flour?"

White flour, in small proportions, is necessary to hold some of the other flours together so that the breads or muffins will not crumble and fall apart. Some of the coarser flours come already mixed with sufficient white flour. Read the labels and if there is white flour, omit the white flour given in the recipe and add that much more dark flour.

Whole Wheat Biscuits

2 C. whole wheat flour
½ tsp. salt
4 tsp. baking powder
1 tbs. shortening
1 C. milk

Mix and sift flour, salt, and baking powder. Rub in shortening lightly with the finger tips. Add milk gradually and mix to soft dough. Drop from tablespoon quite far apart on to a greased baking sheet or into muffin tins. Bake in moderately hot oven 20 to 25 minutes.

Whole Wheat Muffins

2 C. whole wheat flour
4 tsp. baking powder
1 tsp. salt
1 tbs. sugar
1 C. milk
2 tbs. shortening

Mix and sift flour, baking powder, salt, and sugar. Gradually add milk and melted shortening. Beat well and bake in greased muffin tins in hot oven 15 minutes.

Graham and whole wheat, mixed together, make excellent hot breads.

Graham and Whole Wheat Muffins

1¼ C. Graham flour
3 tbs. molasses

1 C. whole wheat flour	½ tsp. soda
1 C. sour milk	1 tsp. salt
2 tsp. baking powder	2 tbs. melted butter

Mix and sift dry ingredients. Add the molasses to the sour milk and mix well. Add to dry ingredients. Beat until smooth, and add melted butter. Pour into well greased gem pans and bake 20 to 25 minutes.

Graham and Whole Wheat Bread

1½ C. graham flour	¼ C. molasses
2 C. whole wheat flour	½ tsp. soda
4 tbs. sugar	1 C. milk
6 tsp. baking powder	1 C. water

Mix flours, salt, sugar, and baking powder. Dissolve soda in a little boiling water and add to molasses, milk, and water. Stir into flour and mix well. Pour into greased loaf pan, let stand ten minutes, and bake one hour in a moderate oven.

Corn meal is an excellent substitute for white flour and can be used frequently.

Corn Meal Gems

1½ C. corn meal	1 tsp. salt
½ C. white flour	1 egg
1 tbs. sugar	1 C. milk
4 tsp. baking powder	3 tbs. melted shortening

Mix and sift corn meal, white flour, sugar, baking powder, and salt. Add milk and well beaten egg. Beat vigorously and add melted butter. Mix thoroughly. Bake in well buttered gem pans 20 minutes in moderate oven.

Corn Muffins

2/3 C. corn meal	1/3 C. flour
½ C. boiling water	3 tsp. baking powder
2 tbs. butter	½ tsp. salt
1 egg	½ C. milk

Pour boiling water over the corn meal, add butter and let stand until cool. Sift flour, baking powder, and salt and add to corn meal. Add milk and well beaten egg. Mix thoroughly and pour into hot, well greased pans. Bake in moderate oven 20 minutes.

Then there is that old Southern dish, spider bread.

Spider Bread

1½ C. corn meal	1 tsp. salt
2 C. sour milk	1 tsp. baking powder
½ tsp. soda	4 tbs. melted butter 2 eggs

Mix the corn meal, soda, salt, and baking powder. Gradually add milk and well beaten eggs. Add two tablespoons of melted butter. Heat an iron skillet and grease the sides and bottom thoroughly with the remaining butter. Turn in the spider bread and place skillet in hot oven on the middle grate so the bottom will not burn and bake ½ hour.

Spider bread should have a thick golden crust on the outside and a soft custardy lusciousness on the inside. Cut and serve piping hot with lots of butter.

Boston brown bread, although it cannot be classified as a quick bread, is worthy of praise as a means for using the darker flours.

Boston Brown Bread

1 C. rye flour	¾ C. molasses
1 C. graham flour	¼ C. sugar
1 C. corn meal	1½ C. sour milk
1 tsp. soda	2/3 C. raisins
1 tsp. salt	½ C. nut meats

Mix and sift dry ingredients. Add molasses and milk, raisins and nuts. Fill well buttered molds two-thirds full, butter top of mold. Steam 3½ hours. Remove from molds and place in an oven to dry. Serve either hot or cold.

Steamed bran bread is also very good.

Steamed Bran Bread

1 C. bran	1 tbs. sugar
½ C. graham flour	½ C. milk
½ C. white flour	¼ C. molasses
½ tsp. salt	2 tbs. water
½ tsp. soda	½ C. raisins
1 tsp. baking powder	½ C. chopped figs

Mix the bran, flours, salt, soda, baking powder, and sugar with the raisins and figs. Add the molasses, milk, and water. Stir well and when thoroughly mixed, fill a well buttered mold one-half full. Cover with the lid, well buttered, and steam 2 hours.

And, lest we forget, there is gluten bread.

Gluten Bread

1 C. gluten flour	1 tbs. sugar
2 tsp. baking powder	1/3 C. milk
½ tsp. salt	1/3 C. water
¼ C. bran	1 tbs. melted butter

Mix together the flour, baking powder, salt, sugar, and bran. Add the milk and water. Beat vigorously and add melted butter. Pour into a well-buttered pan and bake 40 minutes in moderate oven.

Eat coarser and darker breads. After you have tried these recipes, vary them by adding nuts, raisins, dates, currants, and figs to the various muffins and gems. Experiment a little, but always keep close to the use of the coarser and darker flours.

The Pedestrian

John Burroughs

I do not think I exaggerate the importance or the charms of pedestrianism, or our need as a people to cultivate the art. I think it would tend to soften the national manners, to teach us the meaning of leisure, to acquaint us with the charms of the open air, to strengthen and foster the tie between the race and the land.

No one else looks out upon the world so kindly and charitably as does the pedestrian; no one gives and takes so much from the country he passes through. Next to the laborer in the fields, the walker holds the closest relation to the soil; and he holds a closer and more vital relation to Nature because he is freer and his mind more at leisure.

Man takes root at his feet, and at best he is no more than a potted plant in his house or carriage till he has established communication with the soil by the loving and magnetic

LAW CURRENT

Rob't A. John

MUNICIPAL CORPORATIONS—ZONING ORDINANCES.—In the case of *Village of Western Springs v. Bernhagen*, 156 N. E. (Ill.), 753, a village zoning ordinance, which made most of the territory in the village a residential district restricted principally to single-family dwellings, was held a reasonable exercise of power conferred by Legislature, and hence defendant, who had bought property after zoning commission had been appointed, was prohibited from maintaining a filling station in that district.

CONSTITUTIONAL LAW—MUNICIPAL CORPORATIONS—VILLAGES—ZONING ORDINANCES.—In the case of *Village of North Pelham v. R. J. Ohliger et al*, reported in 245 N. Y. Rep., 89, it was held, in substance, that an ordinance of a village prohibiting the construction of buildings, within certain zones, within four feet of the front-lot line of the premises was not unreasonable or unconstitutional.

This principle has also been upheld in the case of *Gorieb v. Chas. D. Fox et al*, City Council of Roanoke, Virginia, 71 L. Ed., 773, holding that a set-back ordinance did not violate the due process clause of federal constitution.

MINERAL LEASES—ROYALTY.—The Supreme Court of Texas has held that a royalty retained in the customary mineral lease is a reservation of the title to one-eighth of the oil *in situ*, in the case of *Hager v. Stakes*, 294 S. W., 835.

The Supreme Court of Kansas, in the case of *Bellport v. Harrison*, 255 Pac., 52, has held that royalty, as applied to the customary oil and gas lease, is the compensation provided in the lease for the privilege of drilling and producing oil and gas, and consists of a share in the oil only when and if produced; that it does not include an interest in the oil and gas *in situ*.

CONSTITUTIONAL LAW — GOVERNMENTAL SUPERVISION OF PRICES.—The Legislature of the State of Tennessee has passed an act which created a bureau under its Department of Finance and Taxation, known as the Division of Motors and Motor Fuels, to be in charge of a superintendent, who, in addition to gathering statistics as to the cost and sale prices of gasoline, is given the power to issue permits to dealers selling gasoline, and it is made unlawful for any person to sell gasoline in domestic commerce in Tennessee without obtaining a permit from the superintendent of that division. The dealer, in his application for a permit, was required to give the number and location of his places of business in the State, prices at which he is selling gasoline at such places, cost prices of gasoline, including refinery costs, transportation costs, taxes, inspection fees, and all other costs incident to its distribution, and also to state the prices at which he proposes to sell the commodity. If the Superintendent concludes that it is to public interest to require the dealer to sell gasoline at a lower price, it is the superintendent's duty to fix a price at which the gasoline may be sold, and should it finally be determined that the price so fixed is reasonable, then it is unlawful for any person to sell gasoline in Tennessee at a price in excess of the price so fixed without the consent of the said superintendent.

This Act was attacked by The Texas Company and its competitors on the ground that it was unconstitutional, before a court *en banc* composed of three federal judges, upon an application for an injunction to restrain the Department of Finance and Taxation from putting the said law in effect. This court, after hearing the matter, took the same under advisement, and on August 22, 1927, filed a written opinion holding that the said statute of Tennessee is in violation of the due process clause of the Federal Constitution.

The case will be appealed by the Tennessee authorities to the Supreme Court of the United States, they going direct to that court because it is an attack upon the constitutionality of an Act of the State Legislature.

Continued from Page nineteen

touch of his soles to it. Then the tie of association is born; then those invisible fibers and rootlets through which character comes to smack of the soil, and which make a man kindred to the spot of earth he inhabits.

The roads and paths you have walked along in summer and winter weather, the meadows and hills which you have looked upon in lightness and gladness of heart, where fresh thoughts have come into your mind, or some noble prospect has opened before you, and especially the quiet ways, where you have walked in sweet converse with your friend—pausing under the trees, drinking at the spring—henceforth they are not the same; a new charm is added; those thoughts spring there perennial, your friend walks there forever.

DEPARTMENTAL NEWS

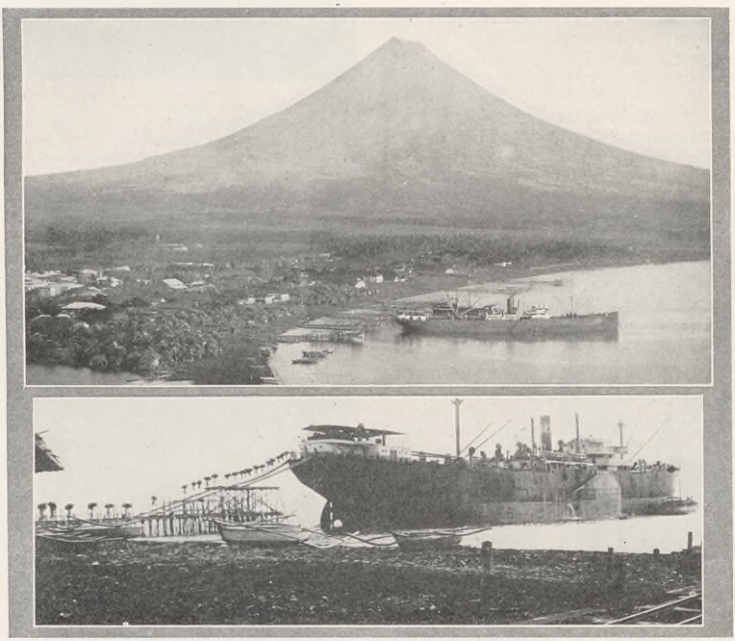
The managers of the respective Departments have assigned to the persons whose names are here given the duty of sending to *The Texaco Star*, so as to be received by it before the 25th day of each month, departmental news, photographs, and other items of general interest. Material for this purpose should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

Refining Dept.	C. K. Longaker, Houston
Ry. Traffic & Sales Dept.	J. A. Brownell, New York
Marine Dept.	H. Hassell, Port Arthur
	H. Norris, New York
Legal Dept.	H. Tomfohrde, Houston
Treasury Dept.	H. G. Symms, Houston
	R. Fisher, New York
Comptroller's Dept.	B. E. Emerson, Houston
	P. A. Masterson, New York
Insurance Dept.	C. M. Hayward, New York
Governmental Reports	L. C. Oakley, New York
Employment & Service Office	Carl A. Foss, New York
Sales Dept. S. Territory	D. L. Lindsay, Houston
Sales Dept. N. Territory	H. J. Rodriguez, New York
Asphalt Sales Dept.	J. J. Smith, New York
Export Dept.	J. B. Nielsen, New York
Purchasing Dept.	E. B. Middlekauf, New York
	J. F. McHale, Houston
	J. T. Rankin, Denver
Producing Dept.	Otto Hartung, Houston
Pipe Lines	Fred Carroll, Houston

REFINING DEPT.

Port Arthur.—We are sending pictures of the U. S. Shipping Board Vessel *Liberator* while this vessel was alongside the wharves at Legaspi, Philippine Islands, discharging Texaco products for The Texas Company (P. I.) Inc. For the photographs we are much indebted to our good friend Captain C. D. Smith, who we are proud to say is one of the best Texaco 'boosters' on board American vessels. It was rumored in some quarters that Captain Smith had taken the final plunge into the sea of matrimony, but this could not be confirmed. The *Liberator* sailed from Port Arthur on June 24 with a cargo of Texaco products for Yokohama, Swatow, Hongkong, Manila, and Legaspi.

The British S. S. *Inkula*, operated by Andrew Weir and Company of London, England, sailed from Port Arthur, Texas, June 9, with full cargo of Texaco products for delivery to



U. S. Shipping Board Vessel "Liberator" discharging Texaco products at Legaspi, Philippine Islands
Note the bamboo wharves and the coolies carrying packages on their heads.

The Texas Company (Australasia) Ltd., at the ports: Sydney, Geelong, Melbourne, Fremantle. Captain W. H. Roberts of the *Inkula* was last in Port Arthur in 1914, being at that time her Chief Officer. He was surprised to find the great growth of our port, and was very glad to renew old acquaintances.

The Japanese S. S. *Tenpaisan Maru*, owned and operated by Mitsui Bussan Kaisha, Ltd., of Kobe, Japan, and under the command of Capt. K. Kiyamoto, loaded at Port Arthur Terminal destined to Taku Bar and Shanghai, China. Port Arthur streets took an oriental appearance when the large crew of this vessel went on shore leave. The keen-eyed men from the Land of the Rising Sun went about the streets taking in the sights and buying souvenirs for some almond-eyed girl at home. This vessel is making the voyage to the Orient through the Panama Canal with a stop at Nanaimo, British Columbia, to take coal for bunkers.

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

Refined—Coastwise	1,684,410 bbls.
Refined—Foreign	308,879 bbls.
	1,993,289 bbls.

MONTH OF AUGUST 1927

Refined—Coastwise	1,438,431 bbls.
Refined—Foreign	301,402 bbls.
	1,739,833 bbls.

S. S. "Reaper"

First of T. T. Co. tankers to have the Texaco trade-mark painted on her side.

This snapshot, taken by Chief Engineer West, was sent to the "Star" by Miss Robbie Knox Stewart of the Houston Office of The Texas Pipe Line Company.

N. Y. Term. Div. Office.—Major Thomas F. Quinn left on June 26 for the annual encampment of the 106th Infantry, National Guard, at Camp Smith, near Peekskill, N. Y., where he had charge of the machine gun and howitzer units. On his return from camp Major Quinn stopped over to bid his friends in this office goodbye and left immediately for Port Arthur Works.

Delaware River.—Announcement is made of the wedding on June 18 at Elkton, Md., of Superintendent Roy H. Donaldson of the Delaware River Terminal and Miss Arthine Mary Renaud of Port Arthur, Texas. We all wish them the best happiness and success.

Naaman's Motor Service Station

Joseph S. Krejci, formerly an employe of the Delaware River Terminal Laboratory, is the proprietor. Joe is standing between his two mechanics. The ever-willing ever-ready to oblige attitude, so characteristic of Joe, is serving him well in the advancement of his business which has already become quite extensive.

Charleston Terminal.—Three generations of the Lepley family (left to right): B. H. Lepley, Branson Lepley, and C. E. Lepley, Superintendent of Charleston Terminal. Mr. B. H. Lepley is a former Standard Oil Company man, now retired. The young gentleman in the center is still in high school.

TREASURY DEPT.

Houston Office.—Frank F. Beadle of the Credits and Collections Division has been admitted to the practice of law after having made the highest average grades ever made before the State Board of Legal Examiners. The Secretary of the State Board was so impressed by Beadle's record that he wrote him a letter of congratulations.

Mr. Beadle left college (Syracuse University) 13 years ago. He was discharged from the Air Service schools of the Army, where he was in training for an observer, in 1918, and in 1919 became connected with The Texas Company. Mr. Beadle is married and has a son and two daughters. All success to him!

SALES DEPT. S. TERRITORY

Houston District.—The second annual Texaco "Pep" Meeting in Zone 8 was held on July 24 at the Brownsville Country Club, Brownsville, Texas, under the direction of Representative Kowalski. About one hundred guests were present—principally Agents in Zone 8, their families, employes, and customer friends. District Manager Monroe, Superintendent (Sales) J. H. Glass, and Representative McCrorey from Zone 7 were present. Interesting and instructive talks were made by Messrs. Monroe, Glass, McCrorey, and Kowalski, and Mr. LeWald, engineer for the Valley Electric Company, also made a brief talk heartily endorsing Texaco lubricating oils. Representative McCrorey performed the Hot Plate, Cold Pour, and Penetration tests on Texaco Motor Oil F. This meeting was even more successful than the meeting last year. Much constructive work was done for the future. Praise is due Mr. Kowalski for his successful handling of this meeting.

El Campo, Texas Station

This station is conducted by Messrs. Fred Mauritz and J. S. Carroll, who have just put into service a new tank truck to handle increased business. Mr. Carroll says that the stake truck shown in the photograph has been in service three years and still functions efficiently with the original valves and spark plugs—a direct result of using nothing but Texaco motor oil.

Houston D. O. is sorry to lose J. K. Polk who has been with us in various capacities for the last six years. Jimmy has been able to study dentistry until now he has emerged victoriously and has hung out his own shingle in the Medical Arts Building here, where he says it will be more than ever a pleasure to see his friends. He assures us he can say, "Now it won't hurt a bit," with the best of them.

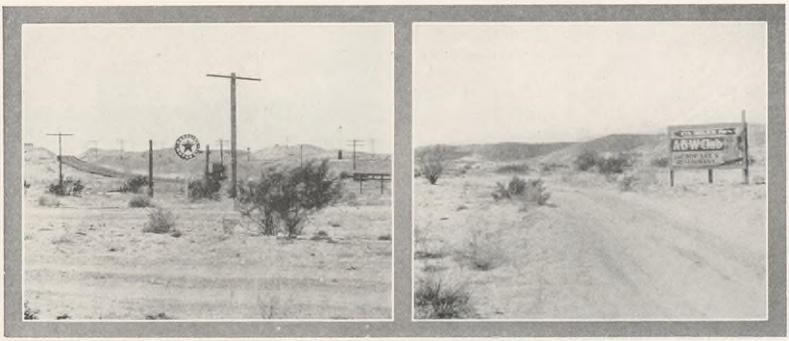
Dallas District.—We secured first place on Collections for June in Southern Territory, collecting 77.16% of outstanding accounts. The Goat is again back in Dallas District, grazing

Dallas S. S. No. 20

Opened June 4, 1927. An outstanding feature of this station is its superb location at the intersection of five streets on the Dallas-Ft. Worth Pike, the most traveled highway in Texas. It is accessible from all sides, with seven pumps for dispensing gasoline.

It is of octagonal form and constructed of brick and stucco with tile roof, provided with basement and rest rooms, and besides ample lubricating equipment and air stations is furnished with a hydraulic lift.

We feel that Number 20 will be Dallas's prize service station.



1. This Texaco sign is the last one in the Southwest—in California, 9 miles west of Yuma, Arizona, and 2 miles north of Algodones, a port of entry into Mexico. The paved highway back of the Texaco sign is the Bankhead Highway to Los Angeles and San Diego, paved from Yuma to Los Angeles with asphalt—partly Texaco.

2. A sign of the A. B. W. Club on the road to Algodones, where they have everything good, such as keg beer, bottled beer, all kinds of whiskey and wines, and Texaco products. They have a Texaco pump and are using Texaco motor oils—delivered out of our Yuma, Ariz. Station.

The day these snapshots were taken was the hottest day in that part of the country in 58 years according to the U. S. Weather Bureau of Yuma. At 1:30 p. m., when the pictures were taken, it was 120° in the shade. They didn't take the temperature in the sun. Photographs from M. B. Lash.

on the green fields of Texas. While we have been warned by Oklahoma District that the Goat will surely return there July 31, we are far from agreeing to that. With the splendid coöperation of our field forces this month, we believe that the Goat will remain in Dallas.

S. C. Scott, employe of the D. O., who has been ill at a sanitarium for many months, passed away July 19. Clyde's many friends were grieved to learn of his death and extend deep sympathy to Mrs. Scott.

Agent C. E. Bruner, Kerens, Texas, passed away on August 14. We extend our sympathy.

W. E. Smith, Agent at Lone Oak Station for years and well known throughout the District, father of our present Agent L. L. Smith, passed away recently. We extend deep sympathy.

Oklahoma District.—Our slogan, *It Can Be Done*, has again been carried to the front—again we have accomplished 100% Verification of Accounts and almost 100% Verification of all Equipment, only 3 pieces being unverified, making the percentage 99.58 which is a good record from what Auditor Don Davis tells us. It took a lot of hard work to gain the coveted place, but what do the Oklahoma boys care for long hours to put over something they have set their hearts to do? Creditman Shirley is wearing a smile all over his face and Chief Accountant Nowakowski has that satisfied and contented look and District Manager Daniel thinks the Oklahoma boys are the best ever. Congratulations to all.

We welcome Wilson Fisher as Representative of Zone 7, headquarters Camden, Arkansas, *vice* A. W. Wilson transferred to El Paso, Texas. Mr. Fisher has been traveling the territory for some time as Special Representative and we are glad to keep him permanently, although we shall all miss "Loupie" and his Arkansas wit and humor. Good luck to both!

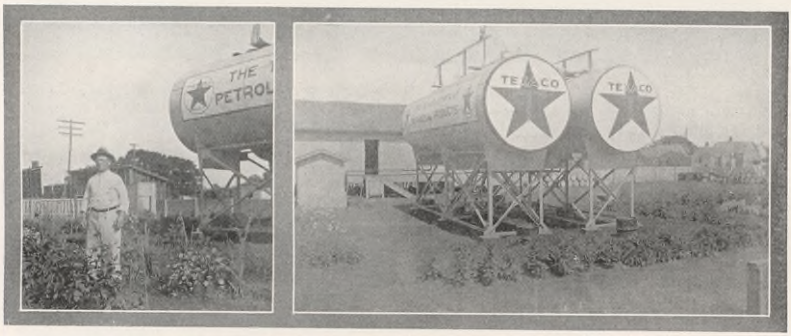
Timely announcement of the marriage of Assistant Creditman J. A. Mugg, which took place May 23 at Eagle Pass, Texas, was overlooked. The reporter for the *Star* apologizes and now wishes to announce to the world that Mugg used rare judgment when he asked Miss Ferriel M. Jones to take him for better or for worse. We wish these young people much happiness and prosperity.

I. B. Cogdell, better known as "Slim," wired on Aug. 24 that a 9-lb. boy arrived at 6 a. m. This makes two prospective presidents for Slim. Congratulations.

Bert Strong, our smiling commission agent at El Reno, was in the D. O. the other day and took Representative George Ware off in the corner and whispered something to him. On August 7 a girl arrived at his home and Bert says they decided to keep her if she can join the Texaco family. We'll say the young lady can join.

New Orleans S. S. No. 18

At the corner of Robert and Freret Streets —our latest and some say prettiest service unit in the city.



Agent R. J. Davis and his Welsh, La. Station

These photographs show that Agent Davis and his force take great pride in keeping their premises beautiful.

Greenville, Miss. Station

During the flood. This photograph was taken April 21, 1927, after the water had fallen about three feet.

In the background at the right is seen a part of the refugee camp on the levee.

Restmore Service Station, Miami, Florida

Owned and operated—100% Texaco—by Mr. Tom Moore, who can be seen standing at the corner of the building with his cap in his hand. Mr. Moore is a veteran of the Spanish-American War.

Florida District.—We are sending a picture of Restmore Service Station in Miami, owned and operated by Mr. Tom Moore. During the time we were out of line in price of gasoline, Mr. Moore had a large sign painted reading, "We are dispensing the pure Texaco New and Better Gasoline," and during the fifteen days that other companies were 2 cents lower than The Texas Company he maintained schedule price and did not lose a single customer. His courtesy and treatment of all customers makes him very popular with the trade.

On the grand and glorious Fourth our boys journeyed to that distant land, Atlanta, Georgia, to cross bats with our former brothers. We overcame an early lead and led for several frames, but in the end honors went to the Georgia Crackers with a one run win. Revenge will be sweet on Labor Day with a return game in Jacksonville.

Assistant Chief Accountant George F. (Fagg) Wooten's grin was broader than usual the other morning. We thought that George had at last discarded "Camels" for those that "Satisfy," but we were wrong—George was the happy father of a bouncing baby boy.

We also announce with pleasure the arrival of a baby girl to Agent Abe Fields, Miami. Representative Grant reports that "Abe" has made a wonderful recovery—he can answer the phone now as calm as anyone.

The other morning a general alarm was sounded by Jacksonville Station. It had been discovered that all delivery cans were missing, but it was later learned that they were used on a nuptial occasion. Equipment Clerk Harvey Fort had been married to Mrs. Lillian Erickson, and after the ceremony they were accorded a rousing parade through the heart of the city; hence the mystery of the missing cans. Our best wishes go with them (not the cans).

There is no defeat in life save from within.

SALES DEPT.
N. TERRITORY

New York District.—Gladly complying with a suggestion received from a stockholder resident of Philadelphia, we send to the *Star* a photograph of our Philadelphia Service Station No. 2, of which we, also, are proud. We congratulate Agent J. F. Keokane and his force. Mr. W. H. Fries, of Lewis and Co., Investment Bankers, 1427 Walnut Street, Philadelphia,in a letter dated July 29, 1927, wrote:

> May I express to you the pleasure which, as a stockholder of The Texas Company, it gives us to receive monthly *The Texaco Star*? Not only are the various articles enjoyed by the grown members of the family but as a rule the covers find a resting place in the young daughter's scrap-book.
>
> As a resident of Philadelphia, I am particularly proud of the Texaco Gasoline Station on Roosevelt Boulevard and Oxford Road. I hope that in some future issue of The Texaco Star there may appear a picture of this station.

Philadelphia Service Station No. 2, Roosevelt Boulevard and Oxford Road

Boston District.—On July 26 District employes held their annual outing at Lake Pearl Park, Wrentham, Mass. Leaving Boston in a motor parade of over 50 cars and four large busses, the party sped over the boulevards to Lake Pearl. The first event of the day, a ball game between Accounting and Sales, was won by the Accounting Division—score 11 to 7. A tasty luncheon was served at mid-day, after which the athletic wizards of the Office showed their prowess in running, swimming, ball throwing, *etc.*—with the result that many a joint was massaged for a week thereafter. District Manager R. T. Herndon awarded splendid prizes for various contests. Toward evening all repaired to the dining hall for a delicious dinner. After dinner many made their way to the dance hall, where the terpsichorean artists enjoyed themselves to the strains of a fine orchestra. We give the Committee in Charge a vote of thanks. It was a grand and glorious affair.

Granite quarry of the Rock of Ages Corporation, Barre, Vermont

This is one of the oldest and largest granite quarries in the United States. It ships an average of 7 to 10 cars a day. Rock of Ages granite is internationally known and some of the greatest monuments have been constructed with this stone. It retains its color under all weather conditions.

This particular quarry has a depth of 200 feet and there seems to be no end to the amount of granite that will be taken out. Compare the great size of the individual stones quarried by noting the number of men sitting or standing on one stone of 500,000 cubic feet shown in the picture. This quarry is lubricated 100% with Texaco products.

Boston District annual Texaco Outing, July 26, 1927, at Lake Pearl, Wrentham, Massachusetts

We welcome Creditman L. A. Doty, *vice* R. G. Hill resigned. Mr. Doty is from the West, but we are sure he will come to know and enjoy the East as we do.

Norfolk District. — Williar Thompson, our plucky District Manager, is rapidly recovering from his recent operation and is now on the road to restored health.

We extend to L. T. Bass, Assistant District Manager, a most cordial welcome. We feel that he will become so acclimated to this part of the country that it will take an act of Congress to move him.

We extend to A. M. Grier our congratulations on his promotion to Superintendent of Service Stations.

Jack Walker, our versatile Chief Accountant, says the Norfolk District will be leading the field in collection percentage before the end of the year.

Chicago District.—The Texaco Athletic Association's first golf tournament was won by young George Stevenson, Clerk in the Sales Division. In about three years we expect George to be known as the second Bobby Jones.

Minneapolis District.—A meeting of Iowa Distributors was held July 20 at Des Moines. District Manager J. D. Barton delivered an inspiring talk, and Superintendent of Sales C. D. Meltabarger contributed much to the meeting.

Denver District.—Our Credit Department has a permanent pass word made by holding erect the index finger, then bending this finger quickly twice so that the tip of the finger meets the tip of the thumb, thus indicating "100." The latest instance of its triumphant use is commented upon by the following telegram from Manager H. W. Dodge:

New York, June 27, 1927

S. R. Knox,
Care The Texas Company, Denver, Colorado.

Heartiest congratulations one hundred percent verification accounts nineteen twenty seven audit Stop Denver District holds today the only perfect record ever established by The Texas Company of one hundred percent collections at time of its annual audit, and one hundred percent verification is entirely in keeping with the traditions of Denver District Stop My congratulations to you and all that had a part in this fine work.

H. W. Dodge.

We welcome Wallace Strimple back to the D. O. as Chief Clerk.

We welcome to Denver District D. T. Murphey, who will give his attention to sales of Texaco Roofing products.

Spokane District.—Much speculation has been aroused throughout the Northwest since the announcement that Spokane is to be the scene of the 1927 National Air Derby, September 19-24. Only six cities have had the distinction of having National Air Races, and Spokane is the seventh. Also, it is the first time these races have been held in the West.

The National Air Derby from New York City to Spokane is to be followed by the Pacific Coast Air Race from San Francisco to Spokane. It is expected that 100 planes will participate in the former and 30 in the latter. The City of Spokane and the Spokane Air Port are preparing to handle a crowd of 100,000 visitors and 150 to 200 airplanes.

ASPHALT SALES DEPT.

In waterproofness Texaco Asphalt is second to no other material. This has just been put to the test by the Park Department of the City of Worcester, Massachusetts. Two municipal bathing basins of Worcester were found to be leaking badly, and to overcome the defect it was decided to give the basins a seal coat of Texaco No. 96 Paving Cement. One-half to three-quarters of a gallon was used to the square yard. M. J. Fitzgerald reports that the results have been entirely satisfactory.

The ordinary run of pavements are completed, barriers removed, and traffic admitted without any fuss. Not so with North Salina Broadway in Syracuse, N. Y. When the pavement on this thoroughfare was finished the Mayor and other leading lights turned out in force. There was speech-making, and an entire week was given to celebration. North Salina Broadway is one of the outstanding streets of Syracuse and carries an exceptionally heavy traffic which a Texaco asphalt pavement is now serving.

Suffolk County, Long Island, is noteworthy for more reasons than one, but we call your attention to one of them. Suffolk County has a system of Texaco surface-treated roads unsurpassed by any other county in the United States. A network of 4,200 miles of roads and streets in this county are Texaco-treated. Austin Russell, who counts Suffolk County part of his territory, may well be proud of this record.

A North Carolina sand pit

Section of N. C. State Route No. 30
Showing what can be done with asphalt and sand.

North Carolina and Florida have taken advantage of extensive sand resources to construct many miles of Texaco asphalt-sand roads. In these pavements both the base course and the wearing surface consist of plant-mixed Texaco asphalt and sand.

Rowe Fliers at Santo Domingo City

Mr. B. L. Rowe says that on a recent flight he noticed that the oil pressure gauge was steadily dropping. He thought the oil was cold and not flowing through the fine mesh strainer fast enough to maintain the normal oil pressure of sixty pounds. Still he continued his course. Soon the oil gauge was at zero, but seeing no available landing place he continued until he found one. Upon investigation he found that the oil line in the motor had broken and that all of the oil was pumped directly out into the air. He flew a distance of 55 kilometers, one-half hour, without any oil in the motor. Despite this, the motor was unharmed. Mr. Rowe attributes his good fortune to the lasting film of Texaco Airplane Oil on bearings and cylinder walls. Had it not been for this oil, the motor would have been burned out.

EXPORT DEPT.

Mr. Franz Von Schilling, manager of our organization in Haiti, is in New York on vacation.

R. R. Harrison of The Texas Company, Seoul, Korea, is in America on furlough. He will leave for Korea late in September.

Dagupan-Pangasinan agency, Philippine Islands

Showing the new front recently built by this agency, which is operated by two brothers, Pedro and Alberto Oliver, who are very active and cover a number of towns with their motor trucks. The gentleman seen in the picture is an employe of these agents.

PRODUCING DEPT.

An interesting wedding took place recently when the marriage of R. G. Carruth and Miss Anna Mae Yeo marked the culmination of a childhood romance. They were honored with a wedding breakfast attended by friends, after which the happy young couple departed on a honeymoon trip. They will be at home after August 15 at 218 Latham St., Houston.

Beauregard Carson, Engineering Department, sails September 10 from New York for Havre on the magnificent flagship of the French Line, the *Ile de France*. Mr. Carson will attend the American Legion convention in Paris, as a member of Thos. Dismuke Post No. 59, Houston, Texas.

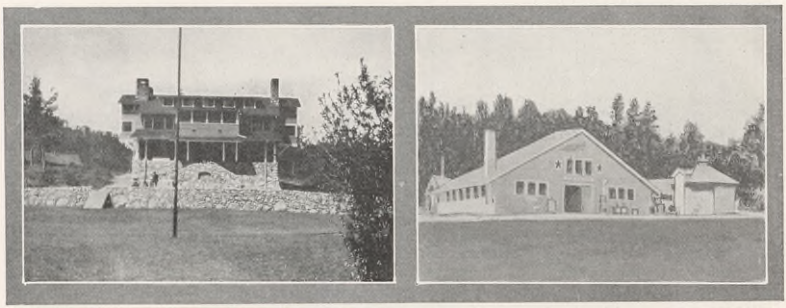
Right: D. C. McLennan, Chief Engineer of U. S. E. D. Dredge "D. C. Kingman," now at Galveston, Texas.

The Kingman is motor driven, with Diesel engine using nothing but Texaco gasoline and lubricants. Mr. McLennan claims Texaco gas has more pep than any other he has ever used.

Left: W. T. Daly of Producing Department, who was on a fishing trip with Mr. McLennan.

Whether they are showing catch or bait the deponent saith not.—*Ed.*

Texas Production Company.—We send three kodak pictures taken by Lease Foreman John Fitzpatrick, Crary Lease, Big Muddy Pool, Wyoming, on his recent vacation trip



Summer White House (State Game Lodge) in the Black Hills 32 miles southwest of Rapid City, S. D.
Garage at the Summer White House—Texaco gasoline is used exclusively

A scene near the Summer White House
This formation is 800 feet high. Its flat top has an area of one acre; the diameter of its base is 1700 feet.

to the Black Hills. One of them shows the State Game Lodge which is now the Summer White House for President Coolidge. Another shows the garage used by the presidential party; it is on the grounds of the Lodge and being clearly visible from the road the Texaco signs and pumps are displayed to advantage. Texaco gasoline is used exclusively.

President Coolidge, as Chief Leading Eagle in the Sioux Nation, might take interest in this.

D. F. Barry, Superior, Wis., writes:

"Mailed you today a historic photo which has never been reproduced.

"Chief Thunder Hawk and a war party, returning to camp and finding Father De Schmidt, the Hostiles decided to shoot him after he left camp. Thunder Hawk informed Mrs. Galpin, the trader's wife. She said: 'I will go with you and we will escort him out of danger.' Mrs. Galpin rode on the side where they were waiting to shoot the priest. The Hostiles threatened to kill Thunder Hawk for betraying them. A little monument is owed to him for saving the life of Father De Schmidt."

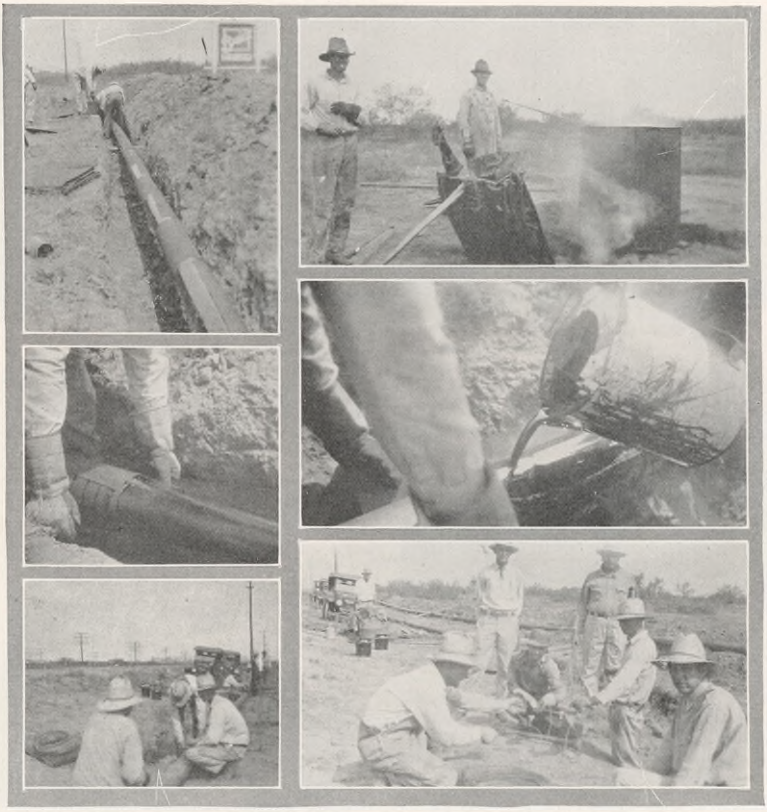
Chief Thunder Hawk
Copyright by D. F. Barry

PIPE LINES

The Station crew operating Electra Main Line Station, Electra Dist. 13.

Left to right:

R. P. Brashear, Hourly Gauger
J. C. Henderson, Oiler
L. Gillum, Engineer
J. W. Swenson, Engineer
J. A. Bills, Engineer
Paul B. King, Hourly Gauger
D. S. Hinesley, Oiler
J. M. Staton Oiler
Frank Oradat, Hourly Gauger



Repairing 6-inch main line out of Electra, Texas

Left: 1. Felt paper for protection against corrosion. 2. Wrapping pipe with Texaco felt preparatory to pouring Liquid Roofing cement. 3. Cleaning pipe.

Right: 1. Dope kettle at work. 2. Pouring Texaco Liquid Roofing cement on Texaco Felt for protection against corrosion. 3. Cutting binding wire. At rear: Lenze Hornsby, Timekeeper, and C. C. Adams (Biscuit Slim), Connection Foreman in charge of work.

CRUDE OIL PRICES AT WELL

July 31, 1927

Same as for May 31, 1927

CRUDE OIL PRICES AT WELL

August 31, 1927

Penna., Bradford	$2.65	Gray Co.	$ .80 to 1.12
Other Penna.	2.55	Reagan Co.	1.12 to 1.60
Indiana	1.48	Wheeler Co.	.75
Canada	2.11	Hutchinson & Carson Cos.	.75
Ragland	.95	Gulf Coast	1.15 to 1.47
California	.85 to 1.36	Markham	1.00
Okla., Kas., N.-N.C.-C. Texas., N. La., & Eldorado	1.12 to 1.60	Luling	1.00
Smackover	1.00 to 1.25	Mirando	1.00
Crane, Crockett, Upton & Pecos Cos.	.60	Wyoming	.95 to 1.33
		Colorado	.72 to .85

SUGGESTIVE INDEX OF CURRENT ARTICLES

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

EXECUTIVES. How Efficient Lighting Affects Production and Profit. V. H. J. Littlefield.—*Industrial Management*, July 1927.

LABORATORIES. The Petroleum Waxes. C. C. Buchler and G. D. Graves.—*Ind. and Eng. Chem.*, 1927, 718-23.

Action of Sulfur Monochloride on Petroleum Hydrocarbons. Eugene Lorand.—*Ditto*, 733-5.

Refining with Sulfuric Acid. J. C. Morrell.—*Ind. and Eng. Chem.*, 1927, 794-801.

Sulfur Compounds in Mineral Oils. Parry Borgstrom.—*Oil and Gas J.*, 26, 4, 352-3 (1927).

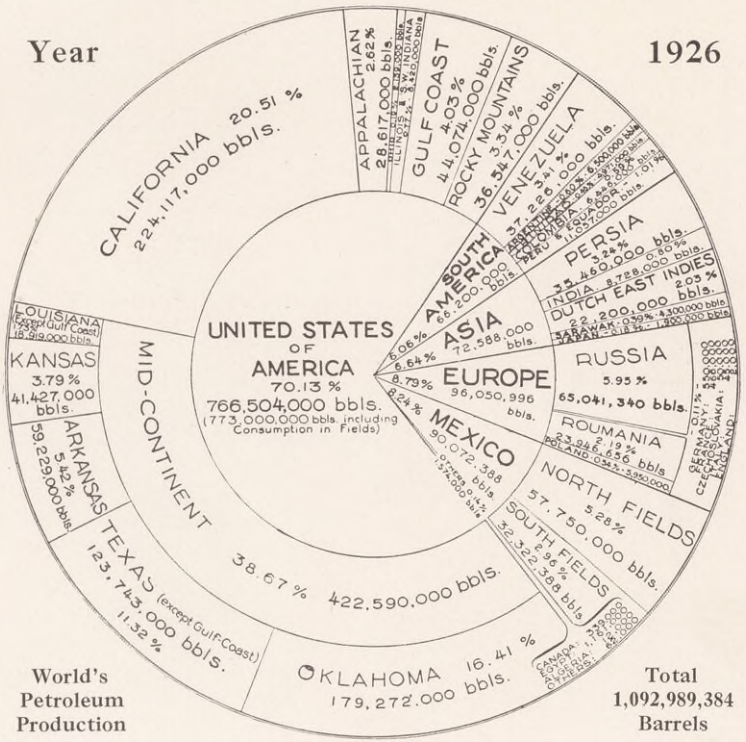
Asphalt Determination in Mineral Oils. J. Marcusson.—*Chem. Ztg.*, 1927, 190.

Chemical Analysis of Oil-Field Waters. Bureau of Mines Technical Paper 404.

LUBRICATION. Cutting Down Power Costs on Mechanical Handling Equipment. Allen F. Brewer, Mechanical Engineer, The Texas Company, New York.—*Industrial Management*, August, 1927.

SALES. Merchandising for Filling Stations. H. A. Haring.—*Printer's Ink Monthly*, August 1927.

GENERAL. China's Problem and Its Solution. Arthur De C. Sowerby.—*The Living Age*, July 15, 1927.



World's Petroleum Production

Total 1,092,989,384 Barrels

NO BUSINESS TRANSACTION
IS FAIR AND SATISFACTORY
UNLESS THE BUYER AND THE
SELLER BOTH PROFIT