

The TEXACO STAR

For Employes of The Texas Company



INDUSTRIAL PARTNERS FOR 20 YEARS

See inside cover page

Vol. XII

SEPTEMBER 1925

No. 9

Industrial Partners for 20 Years

The Old Monitor Still, shown on the front cover, has been rendering faithful and efficient service at our Port Arthur Works for more than twenty years. During that time it is estimated that more than 2,250,000 barrels of oil have been run through this still.

The inset shows P. E. von Bieberstein, the oldest employe at Port Arthur Works, whose faithfulness and efficiency has paralleled that of the Monitor. His hands have for twenty years guided the oil that flowed through it. Mr. von Bieberstein entered the service of The Texas Company on March 1, 1903.

Good men and good equipment make good products. The Refining Department points with pride to records of this kind.

The TEXACO STAR

PRINTED MONTHLY FOR DISTRIBUTION
TO EMPLOYEES OF THE TEXAS COMPANY

Vol. XII

September 1925

No. 9

"All for Each—Each for All"

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Petroleum Resources of United States Supply and Demand

A reassuring report on the oil resources of the United States of America, published in August by the American Petroleum Institute, in a handsome volume of 269 pages, should be studied by every one holding any responsible position in The Texas Company and by all who hope to qualify themselves for such positions in the future. The book may be obtained (\$3, postpaid) from the American Petroleum Institute, 250 Park Avenue, or from McGraw-Hill Book Co., Inc., 370 Seventh Avenue, New York.

This report, the most thorough and reliable ever made or attempted, will influence the plans and policies of the entire petroleum industry. It shows, upon the best information obtainable within and without the industry, what the oil resources of the country are and what they may be expected to be, and what the present demand is and how it may be expected to grow.

When the President of the United States created the Federal Oil Conservation Board to study the Nation's future supply of petroleum, the Board of Directors of the American Petroleum Institute, having offered its cooperation to the Federal Board, appointed from its members a Committee of Eleven to make

an investigation of the oil industry and resources of the United States. The report of the Committee's investigation was transmitted to the Federal Oil Conservation Board on August 5, 1925. The Committee believes that its work has been thorough and that the conclusions and opinions expressed are sound.

The major factors of the inquiry are the future supply of petroleum and the future demand for petroleum products in time of peace or war. A summary of the most important conclusions follows:

1. There is no imminent danger of the exhaustion of the petroleum reserves of the United States.
2. It is reasonable to assume that a sufficient supply of oil will be available for national defense and for essential uses in the United States beyond the time when science will limit the demand by developing more efficient use of, or substitutes for, oil.
3. Current supply and demand cannot stay in balance, since the amount of both supply and demand are constantly changing. Generally, current supply will exceed or be less than current demand, creating surplus or shortage; either condition will be reflected in price, but price will in time correct either condition.
4. Petroleum recoverable by present methods of flowing and pumping from existing wells and acreage consists of 5,300,000,000 barrels of crude oil.
5. It is estimated that after pumping and flowing there will remain in the area now producing and proved 26,000,000,000 barrels of crude oil, a considerable portion of which can be recovered by improved and known processes such as flooding with water, the introduction of air and gas pressure, and mining, when price justifies.
6. Improved methods of deep drilling below oil sands now producing will disclose in many areas deposits not hitherto available, which will be tantamount to the discovery of new fields. Improved methods of producing have been perfected which will make possible recovery of oil from these

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lower levels. The limit of deep drilling has not been reached.

7. The major oil reserves of the United States lie in some 1,100,000,000 acres of lands underlain by sedimentary rocks, and not fully explored, in which geology indicates oil is possible. With extended search new supplies will be found therein.

8. The Nation has an additional reserve in the vast deposits of oil shale, coal, and lignites, from all of which liquid fuel and lubricants may be extracted if and when the cost of recovery is justified by the price of these products. These deposits are so huge that they promise, under conservative estimates, an almost unlimited supply.

9. While this report is confined to the petroleum supply and demand within continental United States the importance of imports cannot be ignored. Countries to the south are known to have large petroleum resources, for the output of which the United States is a natural market, and the supply therefrom must inevitably have its influence on the consumption of American reserves.

10. The availability of future petroleum supplies from the vast area of land mentioned depends upon adequate incentives to the exploration which in the past has given the Nation a sufficient supply of petroleum, in peace and in war.

There must be:

(a) Security in the ownership of oil lands and of the right to lease.

(b) Conditions of exploration and development by owners or lessees permitting exercise of initiative, liberty of action, the play of competition, and the free operation of the law of Supply and Demand.

(c) Prices that will provide a return to producers, refiners, and distributors commensurate with the risks involved and the capital invested.

11. The supply of petroleum will be made to go much further through more efficient utilization. Automotive experts state that the mileage of the motor car per gallon of gasoline may be doubled through structural mechanical changes, when price justifies such changes. Improved mechanics will also result in smaller consumption of lubricants.

12. Through improved methods, principally the process known as "cracking", the refining branch of the industry has already increased the yield of gasoline, now the major product of petroleum. Through further improvements and extensions the supply of gasoline will be augmented still further by the "cracking" of fuel oil. In consequence the supply of fuel oil will be correspondingly diminished, thus eventually removing fuel oil from competition with coal.

13. Waste in the production, transportation, refining, and distribution of petroleum and its products is negligible.

The producing and proved area in the United States now totals 3,244,581 acres from which the present (week ending July 18, 1925) daily recovery is 2,115,000 barrels. But the

area in which oil may be found totals over 1,100,000,000 acres, while the geologically unfavorable area totals 827,000,000 acres. The Committee does not attempt to estimate yields which are to come from fields that will be discovered in the 1,100,000,000 acres, not yet fully explored. The Report says: "Due to the nature of the occurrence of petroleum and to the probability that the greatest part of our reserves is yet to be discovered, an estimate of this kind would necessitate an understanding of conditions which could not be brought to light even by the most careful survey possible over the entire United States."

While the Committee refuses to indulge in speculation as to the number of barrels of oil to be recovered from the 1,100,000,000 acres within which oil may yet be found, its members do not hesitate to declare that by recently adopted means of extraction the fields now producing can be made to yield "billions of barrels" of oil after flowing and pumping under present conditions have ceased. The production of this oil by improved methods must necessarily spread over a long period of years.

The investigation of waste of oil and gas is particularly instructive and reassuring. The Report sums up:

Progress is being made continually by study and experiment both by the old-time producer schooled in experience and the well-trained technical engineer. The cheapest oil produced is that obtained by flowing, hence every effort is made to keep wells flowing naturally. Gas coming with the oil is used to the greatest efficiency compatible with its market value at the well. Seldom is an appreciable amount of gas wasted by good operators, except in rare and virtually unavoidable instances, or where it costs more to save the gas than it is worth. Present practice loses a small proportion of the gas produced with oil, but even this gas does useful work as the expanding agency which causes wells to flow.

Present production methods are as efficient as is warranted by the value of the product handled. The waste in the industry is virtually negligible and the oil left in the ground becomes a reserve for the future.

Real prices have been "very steady." The conclusion that price and demand have been the dominant factors in bringing about the growth and development of the industry is based on the following facts:

In 1913 the number of automobiles registered in the United States first passed the one million mark. The domestic production of oil in that year was 248,446,000 barrels. The average price

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of Mid-Continent crude oil was 93.4 cents per barrel. The demand for gasoline from motor vehicles was approximately 10,000,000 barrels. In 1924 the domestic production of crude was 714,000,000 barrels; the gasoline demand 214,000,000 barrels from 16,000,000 motor vehicles, and the price of Oklahoma-Kansas crude oil according to the United States Bureau of Labor Statistics was \$1.45 per barrel. On April 2, 1925, it was \$1.938 per barrel. Making due allowance for the change since 1913 in the purchasing power of the dollar, the average value of Mid-Continent crude oil in 1924 was \$0.967 per barrel, and the value on April 2, 1925, was only \$1.08 per barrel.

On the same basis, that is making allowance for the change in the purchasing power of the dollar, the highest value ever commanded by Mid-Continent crude was \$1.50 per barrel during 1920. In 1913 the base price for gasoline was 16.8 cents per gallon. Allowing for the change in the purchasing price of the dollar, the average price in 1924 was equivalent to 12 cents in terms of 1913 values, and is now—April 2, 1925—13.1 cents or 22 per cent below its exchange value in 1913. The value of gasoline, therefore, as measured in the quantities of other staple products that could be secured in exchange was lower in the last quarter of 1924 than at any other time since the automobile became an important factor in the lives of the people of the United States. These facts of record show how little the frequently-reiterated prophecies of failing supplies affected prices during the period when many men of eminence in the scientific world predicted "certain decline" of production. These prophecies and estimates were "purely speculative," and subsequent events proved them to be unwarranted.

It is not possible even to suggest the interest, and richness in details of information, which will be found by an attentive reader of the whole Report.

Petroleum Exposition

The third annual International Petroleum Exposition, to be held in Tulsa, Oklahoma, October 1 to 10, will be, according to general opinion, the greatest industrial exhibit ever offered by a single industry. President W. G. Skelly announces: "With the stage all set for the opening of the great oil and gas show, and with a record sale of exhibit booths, the success of this year's Exposition is assured."

The primary purpose of this Exposition is the mutual benefit to the interested companies all over the world. It is not only a "great show window and salesroom" for the industry in all its branches, but it has become a liberal school for all visitors. With exhibits valued at \$20,000,000 and an attendance of 300,000

it is now an established institution which serves to keep producers, refiners, and all other branches and phases of the petroleum industry in touch with each other and with the latest tools and methods. Experts and authorities from all regions of the world will take part in discussing many vital problems.

Excursion rates will be in effect on all railroads.

President von Hindenburg

The election of Hindenburg to the presidency of the German Republic, which was greeted by the press with so many wails and dire prophecies, has become the most reassuring factor in the maintenance of peace in Europe and the successful operation of the "Dawes Plan." Editorial writers generally have come to this view, and President Hindenburg's recent message to American business men will be recognized as made with simple candor and in perfect good faith. His brief statement declared:

The social confusion, resulting from the outcome of the war and post-war conditions which have prevailed for several years, seems now definitely to have given way to a readjustment of social life along stable lines. I am firmly convinced that this stabilization of economic and social conditions will continue to improve in Germany as peaceful conditions are restored among the peoples of Europe. I, for my part, am determined to do my utmost toward such restoration and preservation of peace.

Meanwhile, Germany has paid in full the 1,000,000,000 gold marks required for the first year under the operation of the Dawes Plan for reparations settlement. It is true that the burden for the first year was not intended to be very great, and that the real test will come in 1928. Hence the importance of a right understanding of von Hindenburg's character.

It may be instructive to recall one point of much evidential significance, which seemed to be missed by the general public in the confusion of mind—ideas and information—that prevailed during the first part of this year.

Our newspapers, shortly after Hindenburg was nominated, made much outcry over an exchange of letters between Hindenburg and the ex-emperor, assuming or surmising a plot to overthrow the republic. No general attention was paid to the fact which subsequently transpired, that the Field Marshall had simply asked for and received release from his personal oath to the Emperor in order that he might be able, if elected, to take the presiden-

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tial oath of loyalty to the Constitution. Without that release he would not have accepted the nomination. Released from his oath to the Emperor, he will keep his oath to the Republic, not because a majority of voters so demand but because his own honor so requires.

The prevailing conception of public "service" is becoming so *servile* that a politician is generally expected to obey every gust of party opinion and is not expected to have any principles of his own. If this demoralization is not recovered from, the people will soon lose ability to distinguish between flatterers and true statesmen.

On his return from a visit to Germany after the election of President Hindenburg, Mr. Gerard, pre-war ambassador to Berlin, recanted some of the wails he emitted when the Hindenburg candidacy was first announced. Being then better informed he told the reporters that Hindenburg's election was "a good thing for Germany and the world at large;" that the German people elected him, not because they wished another war but because he was "a bulwark against the Reds at home and Soviet Russia abroad."

I believe we may be safely confident that President Hindenburg will not countenance any violation of the Constitution. If it is changed during his administration it will be in accordance with its own provisions.

It is well for one to know more than he says.—*Plautus*.

Around the World with Texaco

The serial articles entitled "Around the World with Texaco," which ran last year in *The Texaco Star*, were published in book form in May of this year in response to many inquiries and requests from teachers who wished to use the matter as supplemental reading for classes in geography.

Enthusiastic praise of the book for this purpose has come from teachers in every State in the Union and some foreign countries. It is given only upon request for school use, but representatives of The Texas Company everywhere should tell teacher friends that they may obtain this handsome volume, illustrated by engravings made from 359 photographs, by sending a request for it to *The Texaco Star*, Drawer F, Houston, Texas.

The majority of schools were closing for the summer vacation when the book was ready for distribution, but they are now all in session again. Several thousand copies of the book are still available, and any school may obtain a copy (or two copies if desired to facilitate reading in class) by writing to *The Texaco Star* or by requesting it through any representative of the Company. Tell your teacher friends of this opportunity.

They wish to live on the naturalistic level and at the same time to enjoy the benefits that the past had hoped to achieve as a result of some humanistic or religious *discipline*.

—*Irving Babbitt*.



The Texas Company's Shanghai District Agents

Picture taken at Pan Sung Yuen on July 6 on the occasion of a dinner given by the Company's Chinese agents in the Shanghai District in farewell to Wm. Mayger, Jr., who was going home on leave, and welcome to C. H. Bratt, who was relieving Mr. Mayger. Left to right: Hangchow Agent, Tungchow Agent, Lanchi Agent, Tunki Agent, Inspector C. F. Liu, New Soochow Agent, Interpreter D. L. Seng, C. H. Bratt, Wm. Mayger, Shanghai District Manager Z. S. Kiang, Kashing Agent, Nantao Agent, Ningpo Agent, Shaoing Agent, Old Soochow Agent. Photograph sent by Manager J. V. Murraw, Shanghai.

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NOTRE-DAME, PRIEZ POUR NOUS

(Inscription on stained glass window in the St. Louis Cathedral in New Orleans.)

Before this window there have prayed
Priest and pirate, wife and maid;
French and Spaniard, black slave, too:

"Notre-Dame, priez pour nous."

Bloody O'Reilly maybe came
To shrive a little of his shame.
The nuns from down the river, too:

"Notre-Dame, priez pour nous."

The lady whom—as old books tell—
Gallant McDonough loved so well;
Perhaps she told her beads here, too,
"Notre-Dame, priez pour nous."

And, sure, kind Mother Margaret,
Whose love shields little children yet,
She must have knelt here sometimes, too,
"Notre-Dame, priez pour nous."

Old faiths are dying, one by one;
Still gleams the legend in the sun,
Of alien faith, let me say, too,
"Notre-Dame, priez pour nous."

—Helen Schlesinger.

Rock Inscriptions of Asoka—Edict 13

Therefore has this pious inscription been carved here, to the end that posterity may not suppose that any further conquests ought to be made by them. Let them not hold that conquest by the sword is worthy the name of conquest; let them see in it only confusion and violence. Let them reckon as true conquests none save the triumphs of religion.

It has been said of the famous Buddhist emperor of India, Asoka, third of the Maurya (Peacock) Dynasty, who reigned from 264 to 228 B. C.: "If a man's fame can be measured by the number of hearts who revere his memory, by the number of lips who have mentioned and still mention him with honour, Asoka is more famous than Charlemagne or Caesar."

Reason elevates our thoughts as high as the stars, and leads us through the vast space of this mighty fabric; yet it comes far short of the real extent of our corporeal being.

—Samuel Johnson.

Survival

The test of any superior race, destined to take a great part in the world, is that they are convinced of the eternity of individual life, that under changing forms the metaphysical substance endures.

INVOCATION

O Thou, who knowest all the heart of man,
Spirit Eternal, ever living Lord!
Look with forgiving mercy on my sins
As they are bared before Your august eyes,
Eyes that no subterfuge can trick or blind,
Nor pious-seeming fraud can turn away.
I know that I am sinful in my soul.
Help me be strong—at death, pray, make me whole.

—J. C. Tolman.

Give me, Lord, eyes to behold the truth;
A seeing sense, that knows the eternal right;
A heart with pity filled, and gentlest truth;
A manly faith that makes all darkness light.

—Theodore Parker.

LIFE WISDOM

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

—Benjamin Disraeli.

As righteousness tendeth to life, so he that pursueth evil pursueth it to his own death.

—Solomon.

Deliver my soul from destruction; my darling from the power of the dog.

—Psalms of David.

Whatever I understand to be right I desire to practice.—*Rock Inscriptions of Asoka.*

Sin easily develops.—*Asoka.*

Self-examination is painful.—*Asoka.*

All is occult, all is secret.—*Aristotle.*

Knowledge is proud that he has learned so much, Wisdom is humble that he knows no more.—*Cowper.*

Perhaps there is something to be done with truth besides discovering it.—*John Erskine.*

More intelligence is not enough. Enlightenment must be accompanied by that moral power which is the product of home and religion.—*Calvin Coolidge.*

Character is made by many acts; it may be ruined by one.

Sprinkle water on the seeds of virtue.

—*Jatakamala.*

To give up your individuality is to annihilate yourself. Mental slavery is mental death, and every man who has given up his intellectual freedom is the living coffin of his dead soul.

—*Ingersoll.*

If we would amend the world, we should mend ourselves.—*William Penn.*

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Fall River Drive—9 miles above Estes Village



High Drive, Estes Park

Estes National Park

Mrs. F. C. KERNS, Denver, Colorado

At this season of the year when the great outdoors is calling, it seems fitting to set forth, in doubtless feeble language, the beauty and charm of America's most natural playground, Estes Park, Colorado. The slogan, invented during the war, "You sing America, why not see it?" appealed to all patriots, and it seems safe to say that the American cannot rightly appreciate his country until he has visited the wondrous West and included in his itinerary this wonderland, Estes Park.

This park has been set aside by the government as one of its national parks, and is probably the most accessible of them all. It is about 80 miles north of Denver, with a choice of several scenic routes. No railroads enter the Park, but most comfortable transportation is furnished by the Rocky Mountain Transportation Company, which runs bus lines on regular schedule, taking care of all mail and baggage. To General Manager Holmes of the Rocky Mountain Transportation Company we are indebted for most of the photographs which illustrate this article. This transportation company cooperates with the railroads in conveying passengers not only to Estes Park, but to other points of interest not touched by railroads. Its buses operate the year around, but enjoy a more lively patronage in the summer.

There are several gateways to Estes Park. Loveland is perhaps the best known. The trail winds up Big Thompson canyon between

steep cliffs and beside a roaring stream, and this road is kept free from snow through the severest winter. Other roads include the North St. Vrain Road, the South St. Vrain, and the one from Fall River over Milner Pass, one of the highest passes in the world, which is covered deep with snow, and is dynamited each spring to clear the road of snow and ice. It is seldom opened before the fifteenth of June. At this point all visitors engage in that greatest of summer sports—snowballing. This route should be traveled at least once, to get a view of the Rockies hardly possible at any other place. Perhaps once is enough for the less venturesome, as looking down cliffs thousands of feet deep requires courage. However, the roads are perfectly safe, and are continually being widened and graded; for this part of our United States receives some heavy automobile travel during the summer.

Picture to yourself—after a tortuous drive of about 25 miles between multicolored rocks—suddenly coming into a wide open basin surrounded entirely by snow-capped peaks glistening in the wonderful Colorado sunshine, but always holding a purple haze in the shadows. Wild flowers form a carpet for the rolling plains up to the base of the mountains, where the hardy and beautiful evergreens, mingled with the scrubby oak and quivering aspen, cover the hillsides. At a distance the trees appear as well kept lawns. The peaks stand, bare of vegetation, pure with their eternal

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Milner Pass—opening trip in June

Milner Pass is on the Fall River Road which connects Estes Park and Grand Lake, the former on the east and the latter on the west side of the Continental Divide.

snows, like giant sentinels guarding this marvelous playground.

There are in Colorado 46 peaks rising above 14,000 feet. Chief among these in Estes Park is Long's Peak. One may drive to the base, where there is an inn from which a trail leads to the summit—about a fourteen-hour trip. Many climb this in the summer, but it remained for a Denver girl, more ambitious than most mountain climbers, to attempt to scale it in winter. Overcome by one of the



Bald Pate Inn—Long's Peak in the background

sudden blizzards that are always whirling around its peak, she lost her life in the intense cold. The writer sat safely at a distance of 15 miles and watched a storm gather and break over the summit of this peak. Verily an awesome sight.

Winding in and out down the hillsides trickle the streams, fed by springs and glaciers, falling in torrents, or gurgling over their rocky beds, looking like silver ribbons flung carelessly aside, but gathering force to rush down the canyons with a roar. These streams, clear and cold, not only quench the thirst of the traveler, but abound in fish, the famous moun-

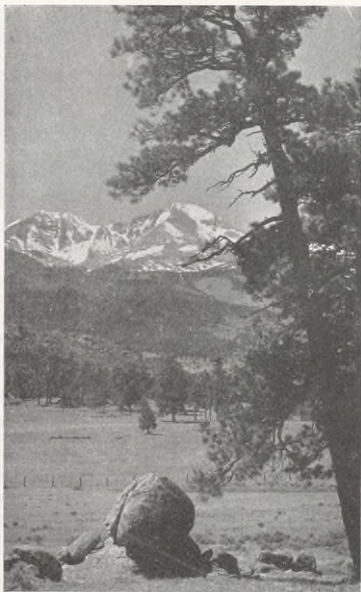


Preston's Garage, Estes Park



On Fall River Road, 5 miles above Estes. On Morain Park Road, 3 miles above Estes. Harshbarger Stations.

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Long's Peak, northeast view from Estes Park

tain trout, the inspiration of many a fisherman's tale—never exaggerated here.

The park is open throughout the year, but the summer season begins about the first of June. It is estimated that nearly 300,000 visit Estes during the summer. The village proper has a main street with a truly western



Estes Park Village



Mt. Arapahoe and Arapahoe Glacier

Mr. and Mrs. F. C. Kerns and Catherine and Eileen Kerns standing on the wall of a beaver dam.

atmosphere. Nestled among the hills in every direction are the hotels, from the finest to those of simpler style to suit all requirements and conditions of purse. Some hotels have groups of cottages suitable for families who prefer privacy. On every trail one finds bungalows, some of the rustic cabin type, summer homes whose owners appreciate the privileges of climate and scenery afforded nowhere else.

Long sunlit days are followed by cool nights when a grate fire and blankets are necessary. Neither the cold nor the heat are noticeable here, due to the altitude and the dry atmosphere. The chemical composition of the air, the germ destroying effects of the sunshine, and the exhilarating influence of the ozone, all combine to make Colorado climate the most healthful in the world. The bracing mountain air so renews the jaded spirits of the rest seekers, that they return with rejuvenation.



Ptarmigans

A timber-line bird of the grouse family. Their feathers are white in the winter, but begin to turn brown as the snow melts.

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Mountain sheep off Fall River Road



Mountain sheep, Estes Park

nated hearts to their regular work. For those who prefer to live close to nature, camping grounds are provided, and these are crowded with the tourist who with his family is seeing America in a thrifty way.

The days of the vacationist pass all too rapidly. They are filled with many delights. For the hiker, parties are formed, exploring every trail, especially the distant glaciers inaccessible by any other method. Horseback riding is a favorite diversion, and many a gay cavalcade wends its way garbed in the approved Western fashion. Fishermen find plenty of opportunities to test their skill and the value of their bait. The golf enthusiast has an opportunity for his daily dozen on an excellent golf course. For the less active, the automobile offers a way to visit many points of interest. The naturalist and the geologist find much to interest them in the bird and flower life and in the mysterious glaciers and gulches.

Fern Lake, Gem Lake, Devil's Gulch, the Moraine, Chasm Falls, the High Drive, and countless others are all worthy of a visit.

Not infrequently a group of wild deer or mountain sheep jump from a thicket startled by the sound of a car. Squirrels and chipmunks scurry past, then stand on their haunches no longer alarmed. The mountain bluebird flits through the trees. In the more remote places the beaver busies himself with his trade.

For those who are not too tired after a strenuous day, there is always dancing, or the entertainment of games, in the evening. Others are content to relax and store up energy for the coming year.

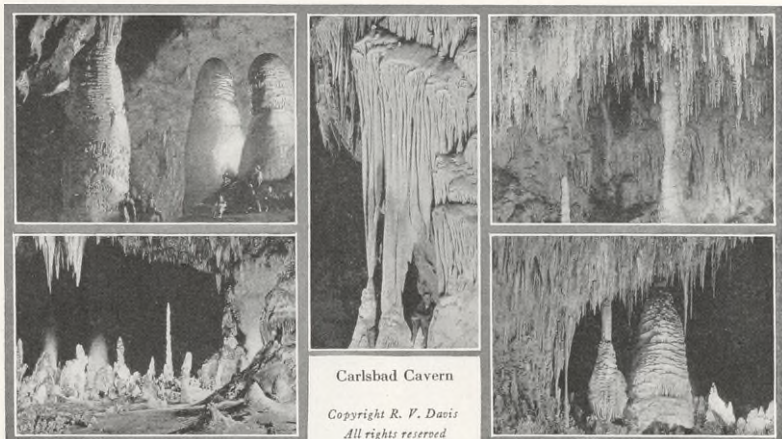
There are several encampments each summer in Estes Park. Many fraternities and sororities hold reunions there. National conventions meet also, the largest of which is the Y. M. C. A. encampment held in their permanent buildings. The Y. W. C. A. holds an annual encampment. There is an artists' colony here, a branch of the Denver Chappell House, that offers a summer training course. We Americans combine business with pleasure so frequently that it is only another evidence of our astuteness that so many of us select such a background for renewing our physical selves and at the same time tune up our mental machinery.

Many return to this valley year after year, charmed by the beauty, the climate, and all of those things that comprise our national playground—Estes Park. Perhaps you may come, and help swell the chorus of the State song dear to the hearts of Colorado people:

*Colorado, Colorado, I love you,
Paradise forever lies 'neath skies of blue—
In the sunshine or in shadow, ever new,
Colorado, Colorado, I love you.*



Fawn, Estes National Park
Mountain ram, Sheep Lake, Estes Park



Carlsbad Cavern

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Twin Domes in Big Room. Totem Poles. Waterfall formation. The Nursery. Stalactites and stalagmites.

Carlsbad Cavern of New Mexico

F. H. FARREL, Sales Representative, Zone 3, El Paso District

Twenty-seven miles southwest of Carlsbad, New Mexico, is the Carlsbad Cavern—one of the greatest caverns in the world for immense size and weird beauty.

The Carlsbad Cavern is situated in the cactus covered foothills of the Guadalupe Mountains, and is only reached by auto from Carlsbad after a two hours drive across the desert and after climbing the worst hill my automobile ever ascended. I may add that if your car is filled with Texaco motor oil and volatile gasoline this pull is somewhat easier, as a car on this hill must never miss a single stroke of every cylinder; if it does, the car loses its footing and must be either pushed up or backed down the hill for a new start. A new road will be built in the near future which will eliminate this dreadful hill.

After reaching the top of the hill we were confronted with a very rough road over to the cavern; that is the cars that pulled the hill were. Some members of the party were forced to leave their cars at the foot of the hill, as they were unable to make the grade, and of course those of us who did make the hill had to haul the extra passengers, which

made the final part of the trip very slow. But at last we parked our cars within a few rods of the natural opening to the cavern.

We descended into the bowels of the earth by a stairway to the first level which is 200 feet below the surface. Here we found ourselves within vast spaces where we began to realize how very tiny a party of human beings were as compared with some of the gigantic stalagmites and great blocks of rock many of which resemble locomotives and box cars.

From this level the way lead downward into the inky blackness of this underground world. On we went, passing through great pits and climbing veritable hills and journeying through giant hallways whose ceilings were so high that they were out of range of a 500-foot flashlight.

At length we reached the King's Palace, remindful of fairyland. The ceilings are draped with delicate lace-like formations and the walls are covered with streaming drapery-like curtains. We rambled through the mystic maze of fantastic beauty and returned again to the giant hallways which lead into the Big Room. I pause to say that, after all the difficulties

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of the hill and the strenuous exertions in this cavern, I am now confronted with the much greater difficulty of an attempt to describe what I beheld in this wonderful Carlsbad Cavern. The beauty and the grandeur of the marvel are beyond my powers of description.

Through the Big Room we wandered on in the midnight blackness hundreds of feet below the surface. The walls and ceilings were often so far from us that we almost forgot we were inside a room. It seemed as though we had been set down in a fairyland of midnight. Where the ceiling should have been seen we peered into a void of darkness that was remindful of the sky on a black cloudy night. More than once I caught myself forgetting that I was in a cave and wondering when the clouds would move and let us see the stars.

The Big Room is distinguished by colossal formations. Huge stalagmites as high as the spar on a schooner loomed into view; icicle-like stalactites streamed down from the walls and ceilings. Now and then we paused at beautiful springs, sometimes as clear as the waters of the most limpid pool, sometimes a bottle green; occasionally a trickling stream falls from the end of a stalactite.

After wandering for about an hour and a half through this one room we were surprised to know that we had not been over all of it. The cavern is of such size that we could only attempt to see a small sample of each of the things of wonder in the Carlsbad Cavern.

The lower chamber is reached through a

sink hole in the Big Room. Cautiously we crept into the funnel of the sink hole and climbed down a ladder to fairly level walking in a great hallway of the lower chamber. This hallway bore evidences of having been within recent time a running stream; for here and there were lanes of water and rounded pebbles in many cases as perfectly rounded as a marble.

We came out into a great arena-like room, larger by far than a large city block. The ceiling is of such height that a reliable building contractor made the statement that an office building of fifteen stories would have room to stand without touching the roof. At this point we were 840 feet below the surface.

Our party filed through another great hallway, where, as in countless other places in the cavern, fantastic beauty ran riot. Exquisite and unusual things had been seen so much that one was able to take in only a small part of the spectacles that presented themselves. Everywhere was beauty, everywhere was surprise. It was so much this way that unless an object was extremely astounding we reached the point where we would fail to notice it.

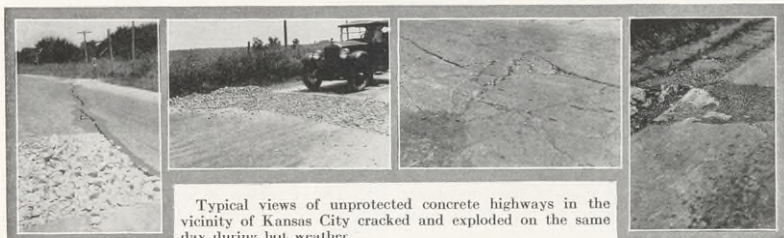
Through a tunnel-like passage we walked and wound, and on through infinity it seemed. I knew not where we went nor which was north or south. Finally we found ourselves again in the hallway by which we entered the lower chamber.

Some hours later, after climbing hills and mountains in this underworld, we reached the surface and soon started back to Carlsbad.



From Maracaibo, Venezuela, taken by R. Ogarrio on the Calcagno Concession of Texas Petroleum Company.
1. Wilson, Bigs, Siadous, Peavy, and Kleine on Calcagno No. 1. Note the sunshade. 2. Drillers with native help. 3. Off tour in our camp tents. 4. Fordson tractor, moving rotary rig to location. 5. Native ox-cart.

The TEXACO STAR



Typical views of unprotected concrete highways in the vicinity of Kansas City cracked and exploded on the same day during hot weather.

Unprotected Concrete Highways at Mercy of the Heat

The fact that unsurfaced cement concrete highways cannot for any length of time endure the adverse conditions to which they are subjected, again has been brought to the attention of the country.

For the information of readers of *The Texaco Star* we print a letter written by Chief Engineer A. R. Young, of the Asphalt Sales Department of The Texas Company, and a clipping from the Tulsa, Oklahoma, *World* of June 21. Everyone, but particularly automobile owners who are constantly on the nation's highways, will be interested in knowing the effects of rising temperatures upon rigid concrete surfaces.

Chief Engineer A. R. Young's Letter

I am attaching hereto clipping which I have just received from Mr. J. H. Hill of The Texas Company, Legal Department, in Oklahoma. This article was clipped from the June 21 issue of the Tulsa, Oklahoma, *World* and describes action of concrete roads in Oklahoma under rapid temperature changes.

I do not recall that I have furnished you with a set of photographs showing the results of expansion on concrete roads in and about Kansas City. About the first of July, 1924, conditions developed which were necessary to produce maximum expansion in concrete slabs, that is, a saturated slab due to a prolonged wet cool spell followed by a sudden rapid rise in temperature. This maximum expansion resulted in many blow-ups on the concrete roads leading out of Kansas City. We were able to secure pictures of 26 different blow-ups which occurred on that one day and there were many others that were farther out that we did not secure. These pavements were all new pave-

ments, none of them being over three years old and many of them less than one year old. In fact there were a number of blow-ups on one section which had not yet been opened to traffic.

In some places the slabs reared up so high that cars could not pass over until the concrete was broken and allowed to settle back on the sub-grade. In other places one section would slide over the other section, and air drills were used to cut off these slabs and allow them to settle back into position.

This year there have been on the same roads at least a dozen additional blow-ups. Red flags and red lanterns are located at many points now, warning the autos of the danger ahead.

Our climatic conditions are such as to frequently produce either maximum expansion or maximum contraction in concrete slabs. These extremes are very seriously damaging the highways which are being constructed and the more cracks that develop from expansion and contraction the weaker the slab becomes, and then the impact from trucks and cars begins to form additional cracks thereby greatly increasing the deterioration of the roadway surface.

The pictures shown are all on Federal Aid projects and the pavements were laid according to the latest standard for concrete highway construction and were all inspected and passed on by the County, State, and Federal engineers, so that it cannot be claimed that inferior construction had any part in the deterioration of these highways.

Mr. Hill suggested that if the article which he forwarded to us could be published in *The Texaco Star*, the information might be of much value to the Texaco family as very few outside

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of the Asphalt Sales Department are familiar with the action of temperature on concrete slabs. Very little publicity is ever given to these blow-ups by the newspapers in this territory.

The experiences with monolithic brick construction on highways in this territory have been so disastrous that the Highway Departments have long since given up the idea of attempting to lay monolithic brick. The first monolithic brick road laid in Kansas exploded six times before the contractor received his final estimate. This road was constructed between Fort Riley and Junction City and one explosion occurred under an army ambulance, wrecking the ambulance and injuring two persons.

In city work on asphalt pavements we frequently have a crushing of the base due to excessive expansion, especially if a dense concrete is laid when the temperatures are low. This does not cause an explosion like on a concrete road or on a monolithic brick road, but the base simply pulverizes for a width of one foot to two feet and the defect occurs as a roll sometimes as high as six inches extending entirely across the street. The asphalt surfaces usually do not break, but form a mound across the street, and the property owner gets the impression that the asphalt surface has buckled. The failures of concrete from expansion under an asphalt surface, or under an asphalt filled brick surface, are not nearly so numerous as on plain concrete or on monolithic brick types.

If you desire a really interesting moving picture of effects of expansion on concrete highways, one taken at this time from the rear end of a car traveling from here to Lawrence, Kansas, over the Victory Highway, which was completed last year, would show a stretch of approximately forty miles of temperature defects.

From The Tulsa World, June 21, 1925

HEAT BECOMES PAVING MENACE

ENGINEERS MAY BE FORCED TO REVISE PERMANENT ROAD REQUIREMENTS

Oklahoma City, June 20.—Three separate and distinct explosions of concrete highway have occurred in Oklahoma County during the heated periods of June, so far; a physical phenomenon which has set road builders guessing. Inasmuch as there is now about twenty million dollars of bonded debt in the State for building hard sur-

faced roads, and considerable of this is invested in plain unprotected concrete, an economic phase joins with the scientific in challenging attention.

The three explosions occurred on three different roads, leading in different directions from the city, and at three different times. First, early in the month and during the first hot spell, a small explosion was reported on the road leading east from the capitol. A few days later an explosion occurred on the Britton road, the force of which was sufficient to throw a quarter of a ton of concrete twenty feet into the air, as reported by persons who witnessed it. The latest blow-up occurred on the Newcastle road, where a huge slab of concrete was lifted from the roadbed and deposited crosswise amid a mass of debris. Photographs of this indicate the action of a terrific force.

It is the opinion of the county engineer that such explosions of concrete are due to the action of severe heat and intense sunlight upon the unprotected surface of the material. If this is correct, a revision of requirements for permanent road surfacing in this latitude and longitude will be necessary. A protective and wearing surface of asphalt or brick is known to be effective, and to provide a high type of construction; but the cost has been considered too great by most counties, which have been anxious to get as much mileage as possible.

The roads on which these explosions occurred were all built under specifications approved by the Federal and State authorities. It would appear, therefore, that the Oklahoma climate has a few tricks of its own for the road builder who is trying to make both ends meet, and demands to sit in on the specifications.

Fortunately, no vehicles were over the exploding areas at the time, although all the roads are heavy with traffic.

CRUDE OIL PRICES AT WELL

July 31, 1925

Penna., Bradford.....	\$3.90	Gulf Coast.....	\$1.50 to 1.75
Other Penna.....	3.80	Eldorado.....	1.75 to 1.85
Indiana.....	2.13	Smackover.....	.85 to 1.35
Canada.....	2.73	Haynesville.....	1.75 to 1.85
Ragland, Ky.....	1.30	Homer.....	1.60 to 1.95
California.....	1.25 to 2.40	Caddo.....	1.85 to 2.20
Kan. & Okla.....	1.40 to 2.68	DeSoto.....	2.00 to 2.05
N.&N.C.Tex.....	1.40 to 2.68	Bull Bayou.....	1.70 to 2.00
Central Tex.....	1.40 to 2.68	Crichton.....	1.85 to 1.85
Luling.....	1.40	Wyoming.....	1.35 to 2.15

August 31, 1925

Penna., Bradford.....	\$3.15	Gulf Coast.....	\$1.25 to 1.50
Other Penna.....	3.05	Eldorado.....	1.50 to 1.60
Indiana.....	2.13	Smackover.....	.85 to 1.30
Canada.....	2.73	Haynesville.....	1.50 to 1.60
Ragland, Ky.....	1.20	Homer.....	1.35 to 1.70
California.....	\$1.25 to 2.40	Caddo.....	1.65 to 1.95
Kan. & Okla.....	1.35 to 2.31	DeSoto.....	1.65 to 1.80
N.&N.C.Tex.....	1.35 to 2.31	Bull Bayou.....	1.45 to 1.75
Central Tex.....	1.35 to 2.31	Crichton.....	1.60 to 1.60
Luling.....	1.40	Wyoming.....	1.23 to 1.90

The TEXACO STAR

An Art Collection with a Soul

GEO. W. VOS, Superintendent Advertising Division

New York is a city of deserved superlatives. We have the tallest buildings, the mightiest bridges, the biggest ships, the wealthiest banks, the busiest traffic, the largest museum, the finest "zoo."

But sometimes in our admiration for the biggest things we lose sight of the best things.

Let us take our Art Museum. Thousands of visitors crowd its gates and try to do this big show in one day. As they enter they are confronted by a wide staircase. To one side is the collection of Egyptian mummies and mummy cases. This is now so much in the public eye that it attracts the crowd which is then lead into the marvelous collection of Rodin's sculpture. Then if the crowd escapes this lure it may ascend the stairs.

Now, if the visitor does not permit himself to be distracted by the almost exorbitant wealth of beauty, he may find, almost isolated, a beautiful thing, beautifully done. This is the Altman Collection—the bequest of Benjamin Altman. Only a few small rooms, but truly like a little pocket of gold nuggets hidden away in the side of a rich and prolific mine.

I venture to say that if a random dozen of its items were displayed in some Italian town, that town would be known to art lovers the world over. Tourists would leave the beaten track to take crude and primitive vehicles to get to see it.

Let us take a look at these paintings, sculpture, crystals, rugs, and other works of art.

Here are some glorious Rembrandt's. On one wall is the painting called "The Old Lady Cutting Her Nails." That marvelous sympathetic study of old age.

Here, also, is the beautiful lady with the pink, the young man with the ring, and Rembrandt's portrait of his son painted with liquid gold with a tenderness that shows the love and affection that the master painter put into every brush stroke.

Here is that beautiful Nicholas Maes, a simple picture of a country girl peeling an apple. But it is truly like an island of calm in a sea of modern bustle.

On another wall is a group of pictures by another Dutchman, Franz Hals, red-faced roisterers with voices and wine cups uplifted. They are the very "joy-of-life" done in paint.

Then here are some stately Valesquez's and a haunting, elusive, sensitive Giorgione. In one corner is a Donatello, a Madonna and Child that is reverence and beauty wedded, and an Infant St. John which is poetry done in ceramics.

Here are some gorgeous crystals and Chinese vases as honestly made and as beautiful as nature itself—glowing oxblood standing between peachbloom and the blackest black that ever was.

Here are some smooth suave Houdon marbles, and dainty Clodion terra cotta in which the animal joy is overlooked in contemplation of the sheer beauty of handling. And to crown it all is the Cellini Cup, that masterpiece of the Italian braggart, brawler, master-goldsmith, and artist without peer. On beholding it one can hardly doubt the story which is told of Cellini, that when he made just such a cup of gold and presented it to an old Pope, who was more concerned with collecting beauty than garnering souls, the Pope said to Cellini: "As a recompense for this thing of beauty I grant you a pardon for any murders you might have committed, or any murder you might commit in the service of the Church." For in those days beauty was placed above every other consideration. Cellini, were he alive today, would not be perturbed at seeing his work in such surroundings.

But enough of this. I do not propose to catalog the collection. It is there for all to see. But I do wish to pay my tribute to the man who made this collection, Benjamin Altman, Merchant-Prince.

He has done well. He who made no pretense at erudition in the field of art, yet had such an unerring instinct for beauty that critics stand by and discuss his collection in amazement and with bated breath.

It is said of Benjamin Altman that he never bought a painting, a statue, or a vase unless he liked it, no matter how much the experts urged its purchase. Nor would he purchase a piece no matter how much he personally liked it, if the authorities questioned its validity.

And the amazing thing is that this man, who spent such little time abroad and had such little time to study in the field of art,

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brought this collection together and accomplished most of the purchases in the last busy eight years of his life.

And to his credit it should be engraved on a tablet of gold that he donated this priceless collection to the people of the City of New York without any "strings."

And not only that, he supplied the building to house it and the funds to maintain it.

But he did make one condition, and that condition should endear him even more to us. He stipulated that all of his pictures be hung in a line—at eye level—not above the other, but reasonably spaced so that you and I can enjoy them as well as if we were viewing the private collection of a millionaire in his private gallery. And so I have called the Benjamin Altman Collection a collection with a soul.

Texaco Journalism in China

The Texas Company's organization in China is served by a sprightly little magazine, named *The Oil Can*, published monthly at Shanghai in the format of typewritten (carbon copies) pages, 5½ by 8½ inches, clipped in a cover of strong paper. Its editorials, news, and correspondence must make it a very welcome visitor at the isolated offices to which it is distributed.

Readers of *The Texaco Star* will be interested in the leading articles of the July 1925 issue of *The Oil Can*, being its Vol. II, No. 7:

We are dozing in our office waiting for our reporters to return with some news, and have decided that the only place to publish a magazine, without an undue strain on the editorial staff, would be in some country where something happens once in a while. It's difficult to invent jokes and make up news when things are so blamed peaceful and you don't dare cough for fear of disturbing someone.

We heard that there were a couple of strikes somewhere, and somebody had a little trouble over something or other sometimes during the past few weeks. Our reporters are still out trying to find what it was all about, but it seems that a few Chinese school children threw snow balls at a foreign cop, as children will, and the cop reported it to their parents. The whole thing is rather vague, and if we had some real news we wouldn't bother to write about it.

However, the parents didn't think the cop ought to have made any objection to having a few little old snowballs heaved at him, and they closed up their shops and banks and wouldn't play any more. The children, feeling chesty on account of their parents not spanking them as they should have, gathered up a lot of the older boys and persuaded them not to play any more either. Not having any lessons to learn, or work to do, the children and older boys cluttered up the streets in games of marbles and hot ham,

and other manly little pastimes, and the cop had to call the assistant cop out to help keep the children off the streets.

Well, this went on, it seems, for quite a while, and finally the parents woke up to the fact that it was costing them about \$12,000,000 per week to keep their shops and banks closed, and the little rascals out playing in the streets had used up their allowances and had to call on the parents for more funds to buy marbles and other amusements with. The parents figured they never would be able to pay off the mortgage on the old mat shed at this rate, so tried to get the boys back to work, and the children back to school, so they could open their shops and banks again, and make some more money against the time when the children graduated from the Primaries and had to go to Prep. School.

The children by this time had found vacant lots to play in and wouldn't go back to school, and the big boys wouldn't go back to work. The parents opened their banks and shops anyway, but in considerable fear of what the children would say. In the meantime the children had written to their little chums in Hongkong, Hankow, and other prominent places, telling how much fun they were having, with no lessons to worry about, and urged their chums to quit school too. This little rogues were only too glad to do, and in their enthusiasm they also snowballed the cops and tore up their school books withal.

They are still out, having a good time, and probably won't go back to the tedious class rooms again until they find their parents can't give them any more spending money because business is so rotten.

It seems that the children blame the foreigners for making them go to school and they want the foreigners to go home. They say they won't buy any more marbles or books from the foreigners, which is too bad for the parents, as obviously, if the foreigners don't sell anything, they won't be able to buy anything either, and the stores and banks will not make much money, which is

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liable to prevent the parents from sending the children to Prep. School, or to even pay off the mortgage on the mat shed.

The foreigners, of course, are losing lots of money on account of the way things are going, but the parents are losing probably 150,000 times as much.

The children are just beginning to study political economy, and will, no doubt, learn quite a little about it during the rest of this year. They have decided that the present existing treaties with China should be abrogated. Children just will think up the darndest things. After the treaties are abrogated, they will probably need some more heavy loans and investments from foreign countries, and they will try to make some more treaties to guarantee these loans. The foreign countries will then probably wonder what good a treaty is anyway, if the children are liable to abrogate it whenever their varsity loses the volley ball tournament, and are liable not to make any loans or big investments in China. This, of course, would retard development, and the children, who would probably be old men by that time, would themselves be trying to pay off the mortgage on the mat shed, and with difficulty perhaps.

Now these lads have been thirsting for knowledge for several thousand years. They had numerous chances to hire a school marm from a regular successful seat of learning, but one George W. Bolshevik, from Moscow, offered to work cheap and was taken on. His entire experience had, of course, been with a school that made a spectacular failure of its theories. However, as it is unprofessional for one teacher to tell on another, Mr. G. W. Bolshevik continues to hold his job, and his pupils are learning fast the best and quickest methods to ruin their country and themselves.

Our reporters just returned and regret to state that they haven't been able to verify any of the above rumor. The only startling news they could uncover is that the Postmaster is pitching horseshoes in the front yard. Ho, Hum! This is a monotonous place to try to run a magazine.

It's awfully warm today. Must be close to a hundred. Saw several people out on the street too,—somebody ought to tell them not to go running around in this hot sun that way.

Miss Constance Filippetti, of our Hankow, China office, writes:

"Dear Mr. Editor:—May I be permitted to send you some little verses which I have written? It is but a poor attempt at poetry. However, I would like you to know that, although I am merely a 'little steno' in one of your district offices in China, I take a great interest in *The Texaco Star*, which is always read by me (by all, I am sure) with the greatest pleasure."

Dear Texaco Star

Dear Texaco Star, we love thee so—

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CANTON GOVERNMENT IMPOSES HEAVY TAX ON OIL TO PREVENT FIRE

CANTON GOVERNMENT IMPORTS SOVIET CARGO

CANTON GOVERNMENT INADVERTENTLY DEMONSTRATES THAT TAX DOES NOT PREVENT FIRE

SERIOUS LOSS PREVENTED BY TIMELY ACTION OF

L. A. SCOTCHMER, WHO COMMANDED TEXACO

FIRE FIGHTING FLEET

The Canton local Government imposed an illegal tax on Kerosene Oil of 40c per case. An embargo was immediately placed in effect, as neither importers nor consumers could afford to pay such a tax, and protests were lodged by scores of interested persons. The Government, however, claimed the right to levy such a tax, and further explained that it was for the good of the people. That most of the revenue derived from the tax would be used in paying expenses of officials and inspectors, whose chief duties would be to see that such inflammable goods as Kerosene and Gasoline were properly handled to prevent serious loss by fire of lives and property.

During May the oil shortage becoming somewhat acute; the officials purchased 15,000 cases of kerosene and several hundred cases of lubs. in Vladivostok, which in due time arrived at Canton. The cargo was being unloaded from lighters into the Government Godown, when some one of the Government officials or stevedores tested out the tax to see if it really would prevent fire.

The fire that followed completely destroyed one lighter load, and would without doubt have burned up all other cargoes in the vicinity, just like any common untaxed fire, if L. A. Scotchmer, in the launch *Texaco I*, had not hove into view and directed the removal of the burning lighter to less congested parts of the river. We are informed that Mr. Scotchmer had considerable difficulty in maneuvering to cast off the lines from the dock and to get his own line aboard the blazing lighter, as the Government officials were in a frenzy of excitement and helplessness, probably caused by their surprise to see that Taxed Kerosene would burn.

Ever illuminating the path we go;
Each time we pass thee, to and fro,
We lift our hats to thee and say:
"Here's for dear old Texaco."

Under thy sign our sales of roofing,
Gasoline, kerosene, and oil lubricating
Are pushed on forward—without fear,
For are not thy colors bright and clear?

Thy light leadeth us, be it near or far,
To the right and true path, dear Texaco Star!
So we hail thee twice, nay, we hail thee thrice,
For we can not part with thee—not for any price.

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LAW CURRENT

Rob't A. John

THE ULTRA MODERN GASOLINE TAX.—"The tax of four cents per gallon on gasoline, together with the schedule of license fees imposed in Arkansas by the Harrelson Highway Act, is yielding during the first year of its operation nearly \$5,000,000, or a sum in excess of the entire regular *ad valorem* levy for all State purposes at 8.7 mills, which amounted in 1924 to only \$4,691,611."—*Central Law Journal*, July 5, 1925, page 225.

COMPENSATION LAW.—The Supreme Court of Illinois, in the case of *Lincoln Park Coal & Brick Co. v. Industrial Commission*, 148 N. E., 79, has held that where an employee is examined, upon the insistence of the employer, by an X-ray to ascertain the extent of his injury, that the burning of the employee by the X-ray is an industrial accident.

CASINGHEAD GAS.—A provision in a lease providing for a royalty on oil and a royalty on gas produced from gas wells, and a stipulated price for gas produced from oil wells, is sufficiently broad to cover drip or casinghead gas coming from oil wells, is again declared in the case of *Pautler et al. v. Franchot et al.*, 235 Pac. (Okla.), 209.

OIL AND GAS LEASES—WHEN FORFEITURE IS DISFAVORED.—Lessee agreed, under penalty of forfeiture, to seasonably pay lessor's taxes on the premises under lease. Lessor claimed that the taxes were not seasonably paid or tendered, and declared a forfeiture. The taxes were tendered before the date of the accrual of penalties, that is to say, before January 31, 1925, but subsequent to the date of their maturity.

The court held that a forfeiture under such circumstances, being other than one of development, was looked upon with disfavor, and that the payment of taxes before the accrual of penalties was a substantial compliance with the contract.—*Gulf Production Co. v. Cruse* (Com. of App., Tex.), 271 S. W., 886.

OIL AND GAS LEASES—INDIVISIBILITY.—Where an oil and gas lease is executed covering 100 acres of land, consisting of two tracts of 80 and 20 acres, respectively, and the lease on the 20-acre tract is assigned, and the assignee completes a producing oil well thereon within the time stipulated in the lease, and said lease is for a term of five years, and as much longer as oil and gas, or either of them, is produced from the leased premises by the lessee or his assigns, separate leases are not created thereby upon the two tracts of land, but there remains the one lease upon the entire 100 acres as a whole; and, where the requirements of the lease have not been complied with so as to keep the same alive and in force as to the 80-acre tract, an abandonment of the

lease on the 20-acre tract will operate as an abandonment of the lease as to said 80-acre tract, is the holding of the Supreme Court of Oklahoma in the case of *Douthitt et al. v. Wheeler et al.*, 236 Pac., 408.

CO-TENANCY—RECEIVERSHIP—OIL AND GAS.—While not expressly overruling the case of *Hermann v. Thomas*, 143 S. W., 195, yet limiting the effect thereof, is the decision of the Supreme Court of Texas (through the Commission of Appeals), in the case of *United North & South Oil Co. v. Meredith*, 272 S. W., 124.—this last Texas court holding that where there is danger of the land in litigation being drained by wells on adjoining land unless immediate steps are taken to drill offset wells and where one co-tenant refuses to join in any plan to drill said offsets, a court of equity, under such circumstances, is warranted in taking charge of said premises and appointing a receiver.

WASTE—MINES AND MINERALS.—The measure of damages for unlawfully extracting ore from premises of another through honest mistake is the value of the ore in place in the ground. Where the conversion is willful and intentional, the measure of damages is the value of the ore as found at the mouth of the mine.—*Ward v. Spadra Coal Co.*, 272 S. W. (Ark.), 353.

SHERMAN ANTI-TRUST ACT.—Trade associations or combinations of persons or corporations which openly and fairly gather and disseminate information as to the cost of their product, the volume of production, the prices for which said products are sold, approximate cost of transportation, and who meet and discuss such information without reaching or attempting to reach any agreement or concerted action with respect to prices or production or restraining competition, are not combinations in restraint of commerce, is the decision of the Supreme Court of the United States in the case of *Maple Flooring Manufacturers' Association v. United States of America*, No. 17 Advance Opinions, July 1, 1925, page 662.

AUTOMOBILES—COMPULSORY INSURANCE.—The Supreme Court of Massachusetts, answering questions propounded by its Legislature, held that an act requiring automobile owners to provide security for the discharge of any liability by way of personal injuries or death resulting from the operation of said automobiles on the public highways, was constitutional; that it was not class legislation because it did not include vehicles propelled by other power than motor power, nor was it discriminatory because it did not apply to automobiles temporarily in said State and operated by nonresidents.—*In re Opinion of the Justices*, 147 N. E., 681.

A contented loser is not likely ever to be a winner.—*W. R. Basset.*

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DEPARTMENTAL NEWS

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

Refining Dept.
Natural Gas Dept.
Ry. Traffic & Sales Dept.
Marine Dept.
Legal Dept.
Treasury Dept.
Comptroller's Dept.
Insurance Dept.
Governmental Reports
Sales Dept. S. Territory
Sales Dept. N. Territory
Asphalt Sales Dept.
Export Dept.
Purchasing Dept.

Producing Dept.
Pipe Lines
T. T. Co. of Mexico S. A.

C. K. Longaker, Houston
W. H. McMorries, Jr.,
Fort Worth
J. A. Brownell, New York
H. Hassell, Port Arthur
H. Norris, New York
H. Tomfohrde, Houston
H. G. Symms, Houston
R. Fisher, New York
B. E. Emerson, Houston
P. A. Masterson, New York
C. M. Hayward, New York
Miss M. Marshall, N. Y.
R. C. Galbraith, Houston
Geo. W. Vos, New York
J. I. Smith, New York
J. B. Nielsen, New York
J. A. Wall, New York
J. E. McHale, Houston
J. T. Rankin, Denver
Otto Hartung, Houston
Fred Carroll, Houston
C. W. Pardo, Tampico

REFINING DEPT.

Port Arthur Works is rather proud of the fact that one of its young employees, H. S. Singletary, Jr., was successful in winning one of the Garwin scholarships which provides for a four years course at Yale University.

Young Singletary is eighteen years of age, and during his vacation has been employed in the Laboratory at Port Arthur Works. He expects to leave Port Arthur for New Haven in January, 1926, when he will commence his studies at Yale, pursuing chemical engineering.



H. S. Singletary, Jr.

The clock you watch so closely has a moral lesson for you if you would see it. It works without being watched.—*The Connecting Rod*.

WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF JULY 1925

Refined—Coastwise.....	1,282,016 bbls.
Refined—Foreign.....	273,276 bbls.
	1,555,292 bbls.
Crude—Coastwise.....	412,881 bbls.
Total.....	1,968,173 bbls.

WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF AUGUST 1925

Refined—Coastwise.....	1,201,236 bbls.
Refined—Foreign.....	409,896 bbls.
	1,611,132 bbls.
Crude—Coastwise.....	400,414 bbls.
Total.....	2,011,546 bbls.

SALES DEPT. S. TERRITORY

A letter from Chief Accountant C. D. Ruff, of The Texas Pipe Line Company of Oklahoma, at Tulsa, addressed to Sales Representative Ralph Johnson of the Oklahoma District, shows much loyal thoughtfulness on Mr. Ruff's part and his suggestion is worthy of broadcasting in *The Texaco Star*. He added some memoranda for reciprocal business which shows the cooperation and support our Sales Department is receiving from other Departments at Tulsa, Oklahoma; and this second suggestion could also be very profitably considered at every point of The Texas Company's various and widespread activities.

Mr. Duff's letter follows:

Knowing as I do that the Sales Department is the one carrying the heavy load and your employees are the ones that must shake the money off of the trees into the Company's cash box, I would like to make a suggestion with the hope that it can be worked out in your Department in such a way that all T. T. Co. employees may help shake the *old tree* and increase the sale of Texaco products all over the U. S.

That some one in authority in Sales Department take it up with heads of all other departments and subsidiaries urging all employees to write all of their relatives asking them to use Texaco products and to suggest its use to their friends and acquaintances. Or some good live-wire letter writer in your department could write one that could be enclosed by the employees. As I see it, the first step each of the various *heads* should take would be to make certain that all of his employees use Texaco products themselves.

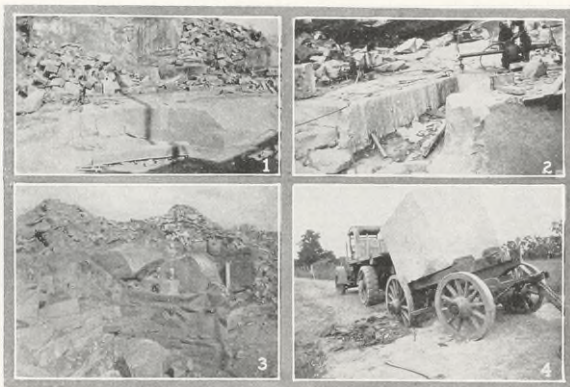
Surely the Company has but very few employees who would not jump at the chance to help put our products out in front of all others. On the other hand it would seem that the Company would be about as well off if it didn't have an employee who wouldn't use its products or wouldn't help to make it a big success.

I have already written all of my relatives and expect to write some of my friends from time to time. I explained to my relatives that my bread and butter came from the T. T. Co. and that I was interested in making it the largest company, and the way to do that was to have all of my relatives and friends use our

The TEXACO STAR

Cassaday Grey Granite Co., Llano, Texas

Some views at the quarries of our good customers the Cassaday Grey Granite Co. at Llano, Texas. They use Texaco products on their Fairbanks-Morse engines, air compressors, drilling tools, and other equipment to their entire satisfaction. We are indebted to Mr. T. Y. Hill, president of the Cassaday Grey Granite Co., for these interesting photographs showing: (1) Ledges of the finest monumental stone, (2) air channelling machine at work, (3) one corner in the granite quarry, (4) a 20,000-pound block suggestive of transportation problems in granite business.



A Grey Granite Shaft 24 feet long being loaded on car at the quarry of the Cassaday Grey Granite Co., Llano, Texas.

All of the plant is 100% Texaco lubricated, including a 100 h. p. fuel oil engine and compressor and a 100 h. p. steam hoist rig and cableway system, with their several derricks and hoist riggings.

This is the largest monumental grey granite quarrying operation south of St. Cloud, Minnesota, and west of the Mississippi River.



products. I have been using them for years and know that Texaco Products are the best that money can buy. What do you think about it?

Say T. T. Co. had 25,000 employees and each employee had four relatives and friends—that would make at least 100,000 people reached in this way.

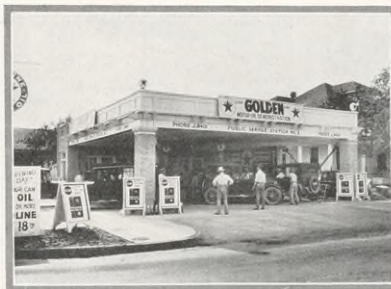
Houston District.—Miss Kate Farrell, our Agent at Victoria, Texas, is at present on a business and pleasure trip to Canada and Eastern cities of the U. S. She reports a very pleasant time, which is what we all wish for her. Miss Julia Farrell is in charge of the station *pro tem* and is showing herself very capable and a business getter.

We welcome as our new agent at Kerrville, J. G. Cox, former agent at Marfa. Jimmy has taken hold of the reins and prospects are good for an all round increase at Kerrville.

Dallas District.—We enjoyed the visit of General Superintendent (Sales) W. H. Noble early in July.

Our "baby salesman," Joe E. Cook, in Lubbock territory, has literally "stolen a march" on his D. O. With the splendid work he has been doing in his Zone it was generally supposed that he had little time for anything else; but it now develops that between sales

The TEXACO STAR



Public Service Station No. 3, Bishop Avenue and Davis Street in Oak Cliff, Dallas

The opening day of this new station, when an extraordinary gallonage was dispensed. This station is excellently located and managed, and great things are expected of it. The following letter from our good friend, the owner, E. L. Haskins, expresses appreciation of the assistance rendered by our boys on the opening day:

"We are pleased to announce to you the results of our opening of No. 3 Station at Bishop and Davis Sts., Saturday, July 18, 1925:

"Mr. Carroll, we have never before had so many customers show enthusiasm as we had yesterday; they personally advised us that they had never had such courteous, quick, and friendly service. This makes us feel as though we were all one big family; this demonstration will be very profitable to us all.

"Beyond a doubt there has never been at any filling station opening any better gentlemen, or any better service rendered to the public than by The Texas Company boys at this opening.

"Words will not express our appreciation to these boys for the splendid conduct and unquestioned service they gave us.

"We want to thank The Texas Company as a whole for the full cooperation in helping us to make this opening a success."

of Texaco products he has been "selling" himself, with the result that he has won a bride. Congratulations from the District Office to Mr. and Mrs. Joe.

Mr. and Mrs. Howard Freeman are rejoicing over the arrival of a beautiful baby girl. Little Miss Freeman arrived July 14, which happens to be the birthday of the mother also.

Mr. and Mrs. W. B. Stallcup are rejoicing over the arrival of a fine baby boy on August 19.

Following is an article that appeared in the Leonard, Texas, paper:

A. A. Davy, Jr., assistant to A. A. Davy, Sr., in



Texaco Ladies' Club farewell picnic to Miss McVey

Miss Jewel McVey left the service July 9 to become the bride of Mr. Nash Weil of Washington, D. C. Dallas District offers congratulations and best wishes to the happy couple.

The Texas Company agency, is the latest acquisition to the personnel of The Texas Company organization in this city. He is a fine young man and gives promise of being a capable assistant to his father, but will remain with his mother for some time before becoming actively identified with the oil business.

El Paso District.—Many transfers, mostly promotions, have occurred in the D. O. and throughout the District—too numerous to be reported in the *Star*. Also, Representative J. H. Shapard (the "Senator") has sent in his resignation, after 13 years in the oil game, to go to farming at Yuma; and Representative G. W. McLure has resigned, effective August 15, to operate a plant he has erected at McNary, Texas, where, of course, he will handle only Texaco products. We wish them all success.



Raton, N. M. Station recently completed

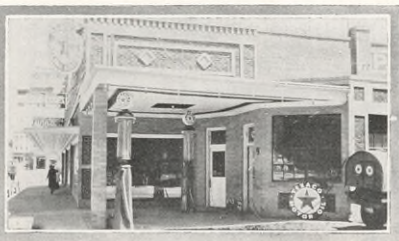
Agent J. G. House's equipment is shown. He is going to see to it that Texaco customers get good service. He owns also the Raton filling stations. He is very energetic and enthusiastic over Texaco.

The TEXACO STAR



Closson and Closson's Garage, Santa Fe, N. M.

One of the largest dealers in Northern New Mexico. They have purchased several carloads of Texaco products. They require our gasoline pumps to serve their increasing Texaco trade.



Their filling station across the street

The District Office was surprised by the announcement on July 6 that on July 3 Miss Rose Nortman had become the bride of Mr. Tom D. Staley who is with the Southern Pacific Railroad in El Paso. The D. O. presented the bride and groom with a beautiful set of dishes and all extend best wishes for the full realization of their wonderful dreams.

Among other important events we must not omit the arrival of Edna Elizabeth Oakes, whose father was appointed Assistant Chief Accountant on the same day this little lady appeared on the scene. Hearty congratulations to the Oakes family!

Oklahoma District.—After months of absence our old friend W. H. Noble finally came up and paid the D. O. a four days visit, and we were all certainly glad to see him. Superintendent Daniel and Mr. Noble attended one of General Salesman G. E. Ware's Motor Oil Demonstrations at Enid and helped to start it off in style.

We welcome back one of our old time agents, W. H. Scott, as our new agent at Blackwell,

Okl., *vice* H. P. McElroy resigned. We regret to lose Mac, who has purchased a commission agency in North Dakota where he will be under Northern supervision. But Mac has been succeeded by a fast stepper who will keep the Blackwell Station going in its old stride—possibly will set a new mark to shoot at, eh, Scotty?

Chief Accountant Lauman made a flying trip back to Oklahoma City, but is leaving again for Denver, where he is assisting in putting in the new tabulating system in the Denver Office. When we asked P. J. if he liked Denver better than Oklahoma City and how he would like to go out there to stay, he gave a sly grin and said Oklahoma City and Oklahoma still looked mighty good to him.

Miss Bonnie Neff and Mr. H. B. Hill of Kansas City were married on June 20, the ceremony taking place in Old Trinity Church, New York City. Miss Neff (now Mrs. Hill) has been with the Company over five years and it is with great regret that we see her leave the District Office to go to her new home, probably in Mexico City. Her many friends



Agent L. M. Belser, Jr.'s home and station in Dermott, Ark., also his station on highway into Dermott

During a recent Motor Oil Demonstration at Dermott, Ark. Station, General Salesman Geo. E. Ware snapped a picture of Agent L. M. Belser's home and attractive drive-in station, also his second station on a main highway into Dermott, and then finally prevailed on Louie to hold still long enough to snap him—all dressed in white. Agent Belser deserves praise for his work, as he is Agent at Warren, Monticello, and Dermott, owning all three stations, and his high-powered salesmanship and personality has secured the greater part of the business in the three towns.

The TEXACO STAR

wish the new couple all the joys life can bring.

The D. O. Baseball Club has been hitting its stride recently and is now a strong factor in the City League. We took the Magnolia bunch to a good cleaning the other afternoon, the final score being Magnolia 3—T. T. Co. 18. The boys are good, and they all admit it.

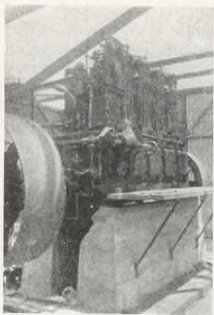
New Orleans District.—District Manager Dyer says: "New Orleans District received a very nice report in the recent audit, and the good results reflected therein are due greatly to the year-around efforts of Chief Accountant Kidd and Creditman Broussard." Congratulations are certainly in order, for their tasks were far from easy.

Stations making 100% in collection of June accounts: Philadelphia, Corinth, Logansport, Yazoo City. The following averaged 99% to 90%: Belmont, Lexington, Vinton, DeRidder, Boyle, Vicksburg, Union, Magee, Clarksdale, Franklin, Jonesville, LeCompte, Arabi, Welsh.

Stations attaining 100% in collections for the month of July: Belmont, Boyle, Philadelphia, and Yazoo City. Those collecting 90%

A Bessemer Diesel Engine operated by the R. L. Abbott Company, rice planters at Welsh, Louisiana.

This engine has used nothing but Texaco Ursa Oil since operation began, and Agent Davis says it runs so well that the exhaust pipe barely becomes hot enough to burn one's hand.



Harvey, La. Station—Agent N. J. Zimmer

Harvey is one of the best paying stations in the District and all praise is due Nick Zimmer for this record. Through his genial personality and likeable disposition he has won 85% of the business in his territory.

of their accounts receivable, or better, were: Ruston, Hattiesburg, Union, Lake Charles, DeRidder, Jonesville, Arabi, Vicksburg, Franklin, Shelby, Walnut Grove.



Jim Siracusa's Station in Morgan City, La.

Mr. Siracusa is a staunch Texaco supporter and, with the assistance of Agent J. B. Powell of Morgan City Station, sales through this unit are above average and bid to increase.

Ruston, La. Station

Preparation for a Motor Oil Demonstration. Left to right: Representative G. F. Price, Agent J. S. Harris, R. W. Tucker, O. H. Land, G. A. Land, Robert Gue. In front of the drive-in filling station owned by Agent Harris.



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Mr. and Mrs. Edward Castagnos are the proud parents of a little daughter who made her appearance lately at their home. Mr. Castagnos is Assistant Agent at Baton Rouge, La. Station. This is the young couple's first-born, and the Texaco Bunch extend hearty congratulations.

Atlanta District.—Effective June 1, the entire Atlanta District underwent a reorganization of all Zones, reducing the number from 26 to 16. We feel confident that a great move has been made in the right direction.

In order that old Representatives might not be unmindful of the charges placed upon them, that new members might be fully cognizant of what is expected in their new classification, and to afford a get-acquainted gathering, all were summoned from their respective headquarters and all answered "Present" to roll call. The meeting was equally satisfactory to the District Office and to the Representatives. Everyone entered into the true spirit of the occasion, and at the conclusion the Representatives departed for home with renewed determination that there could be no unsurmountable obstacles and that all Texaco products could and would be rapidly moved with least possible expense to the Company.

Wm. Reynolds ("Uncle Bill") made a very feeling talk, expressing utmost confidence in quality of Texaco products and our field force in general, and saying that he would present a gold watch fob with Texaco emblem thereon to the representative in whose Zone occurred the largest percentage increase in lubricating



S. S. "Justin"
and
Chief Engineer
O'Dette
who is a strong
believer in
Texaco Marine
Lubricants.

oils during the last half of the year 1925. Mr. Reynolds' talk met with immediate response and there was much dispute as to whose watch would have the fob connected with the turn of the year. Judging from the friendly rivalry manifested, the high esteem in which "Uncle Bill" is held and the value the force place on the prize offered will be reflected by our lubricating oil volume for the next six months.

We extend our sincere sympathy to Tank Salesman J. P. Butler, Montgomery, Ala. Station, for the loss of his wife on June 18.

Warehouseman G. A. League, of Greenville, S. C. Station, accompanied by Miss Charlie Mae Milford of Anderson, S. C., passed on June 17 through the portals of blessed singleness into the love-laden State of Benedict. Mr. and Mrs. League have our best wishes.

Born to Agent A. W. Cavin and wife, Montgomery, Ala., an 8½-lb. girl on June 28.

O. G., Jr., arrived at the home of Columbia, S. C., Shop Foreman O. G. Hopkins on June 24.

Agent Frank A. Gammon and wife, Johnson City, Tenn., are to be congratulated upon their newly arrived "Charles Edward" whose birthday was August 6.

We consider ourselves fortunate in having had as our visitors Department Agent G. M. Worthington of New York, on August 15; General Superintendent (Sales) W. H. Noble of Houston, August 10 to 19; Superintendent of Government and Marine Sales F. J. Shipman of New York and Supervising Engineer D. F. Beaman of Houston.



Perry's Korner, Chattanooga, Tenn.

We quote from an illustrated 'write up' in *The Chattanooga News* of May 18:

"The newest and one of Chattanooga's finest service stations opens for business Thursday at 10 a. m. This is Perry's Korner to be known as The Palace of Power, owned and operated by Charles T. Perry, a popular Chattanooga. Every facility has been provided. . . . The Palace of Power will be the home of the Protectomator, a popular air filtering device for cars and trucks, which has been successfully introduced on this market by Mr. Perry as distributor. . . . Four New Fry Visible 10-gallon pumps will dispense Texaco Gasoline—a very high test gas which has won many friends on account of its peppering qualities. A full line of Texaco products will be carried."

The TEXACO STAR



Atlantic Marine Service Station, Miami, Florida

One of the most elaborate dock filling stations in the State, handling Texaco products exclusively.

Florida District.—We are pleased to welcome two new commission stations: Okeechobee, with Agent G. W. Palmer, and Stuart, with Agent H. O. Green.

Stations making 100% collections for June: Sarasota, Avon Park, Punta Gorda, Cocoa, Ft. Pierce, Mulberry, Leesburg, Fernandina, Dunnellon, Ft. Lauderdale, Live Oak, Ocala.

Stations making 100% on collections during July: Dunnellon, Zephyrhills, Sarasota, Clearwater, Cocoa, Leesburg, Live Oak, Punta Gorda, Fernandina.

Every Zone in the District finished with a percentage above 87.

Some remarkable records have been made on collections during the last six months. Fernandina and Punta Gorda have averaged 100% for this length of time; the last named now has eighteen consecutive 100 percents.

Stuart Station did its first full month's business in July under the new agent, H. O. Green, and made a most gratifying showing. Fort Pierce Station, under its new agent, J. B. Cone, showed only an insignificant decrease in gallonage, although the Stuart territory was cut off. Agent Cone says that even with Stuart and Vero Beach running on their own, Fort Pierce shall not only continue at its old pace, but show an increase.

The new Okeechobee Station, with G. W. Palmer as agent, also started off with a bang in July. Mr. Palmer's announced ambition is to surpass the gallonage at Fort Pierce before "snow falls." Okeechobee is the front gate to the Empire of the Everglades and offers an excellent field for Mr. Palmer to make good his ambition.

D. E. Beaton, Chief Accountant, Atlanta District, was with us several days recently, showing us how it is done with the tabulating

machines. Felt mighty good to be in the same office with him once more.

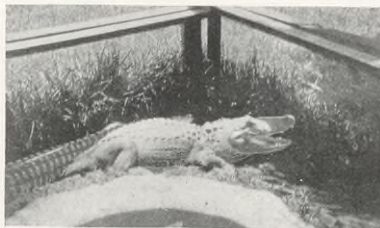
Walter J. Wood, General Stock Clerk, from Atlanta District Office, was in the D. O. during first part of August assisting in getting out reports on tabulating machines recently installed. Things went along in fine shape, all reports being mailed on time.

P. R. Smith, formerly Lubricating Engineer, is now Commission Agent, Bartow Station. We shall miss "Pete" in more ways than one, but our best wishes go with him.

W. E. Ogburn, formerly Lubricating Engineer at Port Arthur Works, has been transferred to Florida District as Lubricating Engineer, succeeding P. R. Smith, who is now Agent at Bartow Station. We are very glad to have Mr. Ogburn with us.

Mr. and Mrs. J. Mallory Sims, Pensacola, announce the birth of a daughter on July 13. The little lady was named Nellie Jane.

We extend our sympathy to G. F. Wooten, Jr., for the loss of his father.



Mascot at Daytona, Fla. Station

His age is estimated at 200 years and his weight at 750 pounds. He has a great fondness for raw meat, bones, and small negro boys. He is very tame now, it being possible to get within five feet of him in safety.

The TEXACO STAR

SALES DEPT. N. TERRITORY

Our tried and true co-worker and office pal, F. J. Miller, is to be married Sunday, August 23. After all these years—and so many rumors last year—this is indeed

CONTROL YOURSELF,
FRED—CONTROL
YOURSELF!



Young man, just married, receiving his first month's bills.

is always said, "he took it gracefully." The accompanying "cut" tells a story in itself. Why say more? We hope you will be as successful as your new desk partner (CLD). We all wish Freddie and his bride all the good luck and happiness in this world.

F. J. Cordall, Chief Engineer of S. S. "Maunalie," of the Matson Navigation Co., San Francisco, California, with a day's catch of Columbia River salmon.

The "Maunalie," formerly the "Mount Clinton," and her sister ship the S. S. "Mount Carroll" were sold a few months ago to the Matson Navigation Co.

As a turbine inspector for the Westinghouse Company, and as a Chief Engineer, Mr. Cordall has seen our oil tried under all conditions.

Although the Matson Navigation Co. is under contract with a competitor on the Pacific Coast, Mr. Cordall has induced the new owners to retain our oil on his ship. We thanked Mr. Cordall for his friendly attitude, and we quote his reply:

"Under the circumstances I couldn't very well do anything else,—anyone with a little common sense and getting the service out of the oil that I was getting would have done the same."

This is a wonderful testimonial from one who knows turbines.



New York District.—The Annual Outing of Zones 7 and 8 was held on July 8 at the Green Gables, Long Branch, N. J. Two excellent meals and exciting races were enjoyed. Zone 7, after endeavoring for six years to win a ball game, accomplished the feat by a score of 6 to 4. The outing was pronounced perfect by all who attended.

John Barth Kriss, former Chief Clerk of the old Pittsburgh District, now Representative's Clerk at Pittsburgh, was united in marriage to Miss Mayce Hortense Winters on August 5, 1925, at Sturgeon, Pa. Mr. and Mrs. Kriss left immediately after the ceremony on a motor trip.



Motor Mart Garage, New Haven, Conn.

Texaco boosters ever since they started seven years ago.

A woman doesn't "make a fool of a man" unless he already has made one of himself.

Boston District.—We were recently honored by a visit from Messrs. W. W. Bruce, H. W. Dodge, David Brown, J. P. Gruet, and G. R. Rowland. A Representatives' meeting was held while they were here, at which all the officials made interesting addresses which we know will go a long way toward increasing our efficiency, good fellowship, and loyalty to the Company as a whole.

J. K. Skillings succeeds Mr. Renz as Superintendent (Sales) Boston District. We all assure you, Mr. Skillings, of our hearty cooperation.

We are glad to announce the securing of the A. C. Gunnison, Kittery, Maine, account, which is the best filling station account in the State of Maine.

Our genial Assistant Chief Accountant, known as Tankwagon Flynn, is certainly becoming energetic. While leading his working crew from the basement he led them up an extra flight of stairs before noticing his error, and during the retreat to his own floor, as usual, attempted to pass the buck for his oversight.

The TEXACO STAR



Providence, R. I. Refined Station

This truck and trailer are operated out of Providence Station by Chauffeur H. S. Titus (standing on running board) and his helper B. R. Wyatt (standing by the rear wheel of the truck). Mr. Wyatt is the author of the following verses, well composed in a truly poetic spirit.—Ed.

Truck and Trailer—Titus and Me

Listen, folks, and you shall hear,
Not of the ride of a Paul Revere,
Not of a dashing Jennie McNeal,
Nor of a knight in suit of steel,
But of daily trips of the Thirty-Three,
Truck and trailer, Titus and Me.

We ride in the moonlight and in the sun,
We ride when the day has scarce begun,
We give a warning meant for you:
Keep out of the way when we're coming thru,
Make clear the track whenever you see
Titus and me, and the Thirty-Three.

Twenty-nine feet from stem to stern,
Our right to existence and more we earn
As we haul the oil from Port to Port
With never a box or barrel short,
The Texas Mack with the big Green T
Known far and wide as the Thirty-Three.

We climb the hills that mount up and up
While the motor growls like a surly pup,
Up and up 'till we reach the top,
We don't know what it means to stop;
We leave the crest a-rolling free,
Titus and me and the Thirty-Three.

Down we dart like a swooping hawk,
Ah Lordy me, if that truck could talk,
What thrilling tales she could unfold
Of her daily trips with the liquid gold;
But she's just a Mack with the Texas T
Under the guidance of Titus and me.

Steeper the grade the faster we wheel,
We feel the trailer pull and reel,
Slower we ride as she hits the clear;
Believe me, Bo, Old Titus can steer,
Steady he holds her to the road,
The Texas Mack with her heavy load.

Smooth roads, rough roads,
Roads that'd break your heart,
Roads that almost make you think
They'd tear the truck apart;

Yet every day in the week you see
Truck and Trailer, Titus and me.

Wherever folks are in need of oil
For running their cars or tilling the soil,
For heating their boilers to get up steam,
The Texas Star is seen to gleam;
And you'll always see the Thirty-Three,
Truck and Trailer, Titus and me.

From Station to Station, Coast to Coast,
We keep them supplied—that's our boast—
From way up near the Canadian Line
To where New London kisses the brine.
Now, kind readers, I've had my spree,
Since I've told you something of the Thirty-Three,
Truck and Trailer, Titus and me.

Norfolk District.—We extend a most cordial welcome to those employees transferred to Norfolk District from that part of the old Philadelphia District assigned to us. We know they are hard workers, or they wouldn't be with the Company, but they will have to step some to keep up with the Norfolk District employees.



One of the Gates Flying Circus, who are doing much to assist in selling our products.

Representative Robertson gives the State Militia at Virginia Beach State Rifle Range some fine points on the operation of a plane.

The TEXACO STAR



Farmville, Va. Station

It didn't take Agent Baldwin, who has been agent for only a few months, long to bring, this station up to the standard. We congratulate him.

The men in the Norfolk District are showing excellent results in the campaign to reduce expenses and we trust that they will continue the good work, as low expense is the way to get the dividend check each quarter.

Messrs. F. J. Shipman, of the Territorial Office, and Arthur Lefevre, of Houston, were recent welcome visitors to the District Office. Their visits, though short, were much enjoyed and we hope to see them again soon.

We are sorry to lose the services of such a good man as Geo. Capps, who recently left us for a bigger and better position. A token of esteem was presented to George by the D. O., together with the good wishes of all.

We are also sorry to lose the services of such a good Agent as H. D. Carson at Greenville, N. C. He also left us for a bigger and better position.

"Jimmie" Brennan, of our D. O., finally decided to take the 'high dive.' He and the "wife" have just returned from a honeymoon to the Capital City.

"Tommie" Hipple is all smiles. He was recently made the proud father of an 8-lb. boy.



The employees of South Washington, Va. Station and their families enjoyed a picnic at Chapel Point, Md., on July 12.



Filling and Repair Station Lawrenceville Va.

Through the three prime requisites necessary to increase filling station business, viz., Polite and Cheerful Service, Concentration on One Advertised and Popular Brand of Gasoline and Motor Oil, and Giving the Consumer Exactly the Grade of Motor Oil Asked for or Required for His Particular Car, this station is showing a handsome increase this year over last year in gallonage of both gasoline and motor oil.

A bouncing boy has been added to the family of Cash Sale Clerk F. D. Swartz.

Salesman J. T. Morgan and Mrs. Morgan, not to be outdone in this baby contest, were presented with an 8-lb. boy on July 6.

Chicago District.—We are pleased to announce that Chicago District is setting a fast pace for all the other Districts in the matter of M. K. T. Cost. The others will soon be so far behind that they will look like starters in the next race.

We feel that a word of appreciation never does any harm—so we will say our percentage of collections is getting better and better. Here's to Creditman A. F. Kadlec and his assistants and all others who have pushed collections.

Anybody who isn't busy with Consumer's Quantity Discounts, or Bulk Station Sales Discounts, please step forward, there is enough (work) for all.

On August 1 Chicago District took over the entire State of Ohio. We shall soon cease to mourn for our lost provinces.

We welcome back Mr. R. A. Knight, who has been transferred from Superintendent of Operations, New York District, to Chicago District with same title.

When F. J. Donovan of the New York Territorial Office came out here to help start the tabulating work, we welcomed him and tried to treat him fair, little thinking that he would steal the heart of our best girl; but if he thinks he is going to get away with it on the Q. T. we will tell the star-spangled world he isn't. This is but a lead up to the announcement that Miss Kathryn Stark is now wearing a solitaire. That old tab. machine has sure been some Cupid.

The TEXACO STAR



Redwood Oil Company, Texaco Distributors, Redwood Falls, Minn.

Showing their bulk station, some of their equipment, and one of their filling stations. The Redwood Oil Company is most systematically equipped to handle our products, and we are proud of such an organization as our distributor at Redwood Falls.

John Thomas and Arthur I. Messinger, of the D. O., have each acquired a Star boarder. We understand they are to be named "Junior."

Harry Jernegan and "Zip" Kizer are still to be heard from.

Minneapolis District.—We had the pleasure of a visit from G. M. Worthington, from the New York Office, and G. W. Schwert, of the Denver Office. Our District benefits from visits of these gentlemen and we hope they will visit us again soon.

We welcome to the Minneapolis District M. E. A. Macmanus, coming from the Denver Office. A good many of the boys of the old Omaha District know Mac and are glad to see him with us again.

We also welcome into the Texaco family our new agent at Sioux City, Iowa, the Cornelius Straub Oil Company. We look for some wonderful results from the Sioux City Station.

The Minneapolis District held a meeting of Zone Representatives August 4-5 in the District Office. We had the pleasure of having with us Messrs. W. W. Bruce and H. W. Dodge of New York and W. E. Bradford of Denver. The meeting was a success and the representatives left with the feeling in their hearts and minds that they would make it their constant aim and endeavor to put Texaco on the map

in this District. The executives are looking forward to some big things from the Minneapolis District in the way of sales, low marketing cost, and collections, and we feel that with the organization we now have their expectations will be fully justified.

Denver District.—Various important matters were discussed at the Representatives' meeting in Denver on August 17. We were honored by the presence of Sales Manager Northern Territory H. W. Dodge and Vice President in charge of Sales W. W. Bruce.

Other distinguished visitors included L. H. Daniel, Oklahoma District Manager, M. A. Dyer, New Orleans District Manager, and J. D. Barton, Spokane District Manager.

P. J. Lauman, Chief Accountant, Oklahoma District, has been supervising the installation of the new tabulating machines in our D. O.

Chief Accountant J. H. C. Youngkin was called home July 11 on account of the death of his father. Denver District extends sympathy to Mr. Youngkin and family.

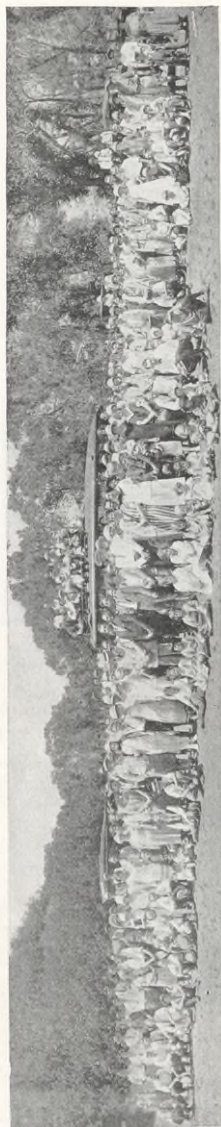
The Texaco baseball team is now tied with Public Service for first place in the Commercial Oil League. On Saturday, August 22, these teams will line up at Merchants Park for the final struggle. To the winner of this contest goes the flag, and our boys are out after it.



Diamond Oil Company, Texaco Distributors, Winthrop, Minn.

Showing their bulk station and two of their filling stations. We are proud to list the Diamond Oil Company among our distributors. It is stations of this kind that put Texaco on the map. They are going after the business and securing it, and the Minneapolis District is behind them at all times ever ready to help in advancing their success.

The TEXACO STAR



Fifth Annual Picnic of Denver Texaco Club, Deer Creek Park, July 23. Before the day was over all knew each other better and loved each other more—at least, that is the way the young men say they felt toward the many handsome girls of this large family. Under the direction of Acting Athletic Chairman L. T. Bass everyone was busy and happy every minute. The Chairmen of the various committees were diligent to see that each committee functioned as a whole and with full efficiency. Entertainment included a sumptuous spread of good things to eat, good music, and dancing. We had the added pleasure of a very distinguished visitor. Vice President

Charles G. Dawes and party, who happened to be sojourning for a day or so on the Sheaffer Ranch (Mr. Sheaffer is owner of the Denver News-Times), graciously dropped in on our party to say "Hello" to us. General Dawes was introduced by Assistant General Creditman S. R. Knox. He told us they were trying to run the government on good business lines, just like The Texas Company ran its business. In the picture Mrs. Dawes stands at the left of the Vice President and Denver District Manager R. T. Herndon at his right, and next to him S. R. Knox, Mr. and Mrs. Sheaffer stand third and fourth to the left of General Dawes, Mr. Sheaffer wearing a cap and knickers.

Spokane District.—The visit of Messrs. W. W. Bruce, H. W. Dodge, and W. E. Bradford at the District Office was thoroughly appreciated by all. The sales meeting was a decided success.

C. W. Leavitt will soon be sporting a new gold watch fob, as winner of the Motor Oil Ford contest in Spokane District. Agents taking first honors in their zones were:

F. L. Erdman, Rexburg, Idaho, Zone 3.
F. P. Shoemaker, Deer Park, Wis., Zone 2.
J. W. Teipner, Lewiston, Idaho, Zone 4.
S. E. Allen, Tacoma, Wash., Zone 5.

"Ford" Johnson is also a Ford Oil Specialist. He gave C. W. Leavitt a close run for the watch fob.

The D. O. mourns the loss from its ranks of Miss Mabelle Norton, transferred to the Denver Office.

Mr. L. A. Dixon and Miss M. Lauder of Missoula, Mont., were united in the holy bonds of matrimony on July 5. Congratulations.



Painter Fred H. Modrell and traveling equipment

District Manager J. D. Barton, recognizing the importance as an advertising feature of keeping the appearance of stations and equipment up to standard, sent Mr. Modrell on a 2,000 mile tour shining up the stations in Spokane District. Where this outfit goes it leaves a trail behind as bright as the tail of Halley's comet. Mr. Modrell is such a firm believer in Texaco products that he could not resist advertising as he went along; hence the Texaco stars on this bungalow on wheels.

ASPHALT SALES DEPT.

For nine consecutive years the Kelley and Meyer Company of Youngstown, Ohio, one of the leading asphalt paving contractors in the country, has been using Texaco Asphalt in its work. During that period it has constructed close to half a million square yards of Texaco pavements, Texaco Sheet Asphalt and Texaco Asphaltic Concrete. Recently this company published an advertisement in the Youngstown, Ohio, *Vindicator* in which they made public the fact that in all of their work Texaco asphalt has been used. We say here that their organization is not more desirous of

The TEXACO STAR



Floral Clock, Princess Street Gardens,
Edinburgh, Scotland

As mentioned in our departmental news in the last issue, the wife and son of Chief Accountant W. E. Henry, of our Eastern Division, are spending the summer in Scotland. Mrs. Henry recently sent home a postal card showing the Floral Clock in Edinburgh. This is so novel that it may be interesting to readers of *The Texaco Star*. Note the sixty tiny plants on the circumference marking the minutes in the hour.

broadcasting the fact that their pavements are of Texaco Asphalt, than are we of having customers of their calibre.

O. F. Reynaud, salesman in southern Texas, has turned author. His latest effort, which describes the use of Texaco surfacing material on the streets of Brownwood, Texas, was published in the July 1 issue of *Engineering and Contracting*. The same article also appeared in a recent issue of the *Manufacturers Record*. Mr. Reynaud is to be congratulated.

One of the outstanding examples of the use of Texaco Asphalt Filler in the joints of brick pavement is the city of St. Petersburg, Fla., which now has 300,000 square yards of Texaco asphalt-filled brick. Such important thoroughfares as the Beach Drive and the nationally known Recreation Pier of St. Petersburg have this pavement.

PURCHASING Houston Office.—J. E. Nolen served as Delegate to the **DEPT.** Purchasing Agents' Convention in Milwaukee.

While away he visited points of interest in Illinois and Pennsylvania, also the Purchasing Department in New York City. To quote his own words: "I never realized I could have such a good time."

Born on July 7 to Mr. and Mrs. Max Mennike, a daughter, Doris Vesa. This is the second child, both girls, in the Mennike family. We extend congratulations.

In the Inter-Departmental Golf Tournament at Camp Beaty the Purchasing Department finished as runner-up to the Producing.

We consider this a good showing as none of us has played longer than two years.

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EXPORT DEPT.

P. P. Demers recently returned from the Near East and sailed for Brazil August 29.

The head office of The Texas Company (S. A. I.) was recently moved from Rome to Genoa, the principal commercial port of Italy. We send views of the office and warehouse serving the Genoa district and hinterland, the warehouse being located at Rivarolo (Genoa.)

The Texas Company, A. B., Sweden, has received both thanks and compliments from press, public, and city officials on the completion of a beautiful gasoline station which is located at Roslagstull, an important thoroughfare in Stockholm. (A photograph of this "Beauty-spot in Stockholm" was too dark and blurred to be reproduced in an engraving.)



Winner of the Rallye National of Belgium

On April 12, 1925, Mr. Charles Peeters (70, rue de l'Independance, Brussels) ran the Rallye National with a Harley Davidson motorcycle—270 km., Brussels-Liege-Brussels. He arrived first with an advance of 40 km. over the second. He used exclusively Texaco Motor Oil and Texaco Gasoline. Mr. Peeters is seen standing by his motorcycle.



Keep fire extinguishing equipment in order!

This snap-shot shows a lighter containing 570 cases of Russian gasoline which took fire while the lighter was tied up at our godown dock at Canton, China. The quick action of our representative L. A. Scotchmer in getting the lighter towed out into the river probably prevented our warehouse from catching fire. See page 16.

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New office of The Texas Company (S. A. I.) at Genoa, Italy.

Speeding up sales promotion—left to right: "Texaco" waiter (who apparently knows all about it), Salesman Delle Piane, Mr. Hurt, Mr. Gamboro, Genoa agent.



1. Warehouse at Rivarolo, Genoa. 2. In the courtyard—unloading the barrels. 3. Mr. A. Dalea, in charge of the warehouse and despatch features of our business in the Genoa district.

PRODUCING DEPT.

The annual inspection of Producing Department properties of The Texas Company, which was completed August 1, revealed a situation that should reach the readers of *The Texaco Star*.

The inspection covered lease equipment, such as powers, shackle lines, jacks, derricks, casingheads, stuffing boxes, tools, tool houses, oil, oil houses, roustabout quarters, boilers, boiler houses, supplies in reserve lease stocks, warehouses, fire and safety hazards, waste oil, tanks, buildings, personnel, etc.

Considering the large number of men employed and their distribution over five States, in many instances out of contact for long periods, it was gratifying to note generally the vast improvement that has been accomplished since our last inspection.

Production superintendents, foremen, and pumpers displayed a keen delight in exhibiting

their accomplishments—particularly figures on production that had been maintained and, in a great many instances, bettered by reconditioning leases. Our attention was also called to economies that have shown excellent results.

The whole-hearted spirit of wanting to do better was in evidence in every Division. The attitude of inviting criticism in order to attain higher efficiency was also evident.

There were some laggards, as is always the case; but our personnel structure showed weakness in very few places. This will be remedied.

We found our men in one of three classes: (1) Those who want to learn and must be taught. (2) Those who have native ability and initiative and do not require constant supervision. (3) Those who are getting by, have ability, and, with proper notice of an inspection, rush about and endeavor to shape things before the party arrives: a blind man can spot them. The last classification is small

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Inspection trip by Manager D. J. Moran and Division Superintendents

Inspection party in front of Electra Gasoline Plant. D. J. Moran waiting for the others. A country of magnificent distances—Burnett Ranch in Carson County, Texas Panhandle.

W. V. Bowles and E. J. Nicklos ready to start the day. Packing to leave for another Division—close-up of J. L. McMahon. W. V. Bowles and R. C. Stewart inspecting a gun barrel at Electra.

in number (we have their number) and a day of reckoning will find them wondering why other men have been put in their places.

On the whole, the picture presented was one of loyalty, sincerity, and an eagerness to reach the highest point of efficiency by causing each property to stand on its own legs.

J. L. Hamilton, for twelve years with The Texas Company at Trees, La., died at Kenova, Ark., on June 25. The burial was at El Dorado, Ark. Mr. Hamilton was born at Titusville, Pa., April 4, 1862. He was married at Garland, Pa., December 16, 1885, to Janet Woddell. He is survived by his wife and two children, H. B. Hamilton, with the Standard Pipe Line Company at Kenova, Ark., and Mrs. C. H. May, of Baton Rouge, La.

Sympathy is extended to the bereaved family. This notice was received just too late to be included in the July-August issue.—Ed.

PIPE LINES

The friends of M. E. Hollern, District Foreman in the Fort Worth-Ranger Division, will be glad to know that he returned to his duties on August 1, fully recovered from his recent illness.

On August 7 Norman S. D. D'Olive, of the Wichita Falls Office, was called to Houston by the accidental death by drowning of his brother, Joseph B. D'Olive. Our deepest sympathy is extended.

Mr. and Mrs. T. E. Self, Oil City, La., announce the birth of a fine baby girl on August 15. She has been named Syble.

E. F. Horrigan, of the Fort Worth Office and Miss Ruth Hagaman were married at the bride's home in at Ranger on June 24. Congratulations and best wishes.

On July 4, Marvin J. Peek, Houston Office, and Miss Alma L. Bradley were married at the home of the bride in Austin, Texas. Our best wishes are extended.



Warehouse of The Texas Pipe Line Company at Oil City, La.

Self-conquest is the greatest of victories.—Plato.

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.

LABORATORIES. The Prevention of Explosions in Air Receivers. William F. Parish and William B. Smith Whaley.—*Journal of the Institution of Petroleum Technologists*, June 1925, p. 305.

Organic Theories of Oil Origin. E. Clark.—*Iditto*, page 317.

Distillation of Petroleum Lubricating Oils with Extended Evaporative Surface. S. Suknarowski and D. Wandycz.—*Petroleum* 1925, 21; 641.

Conserving Crude Oil at the Refinery. F. A. Howard, *The Lamp*.—*Petroleum World*, 22; 142.

High Vacuum Distillation of Mineral Oil. W. Allner.—*Petroleum*, 21; 1.

Equilibrium Vaporization of Gasoline. Reston Stevenson and Herbert J. Stark.—*J. Ind. & Eng. Chem.*, July 1925, p. 679.

Combustion in the Gasoline Engine—Evidence for the Existence of the Water-Gas Equilibrium. Clarke C. Minter.—*Iditto*, page 687.

Alcohol Motor Fuel from Molasses. II. Use of Alcohol and Alcohol-Ether Mixture as Motor Fuels.

E. C. Freeland and W. G. Harry.—*Iditto*, page 717.

Detonation of Gasoline and Liquid Chlorine Mixtures. Benj. T. Brooks.—*Iditto*, page 752.

EXPORT. Aggressive Methods Needed to Develop More Sales in Orient.—*Automotive Industries*, July 9, 1925.

ADVERTISING. *Advertising*, by Sir Charles Higham. (Book) Home University Series. London: Williams and Norgate; New York: Henry Holt and Company, 1925.

LUBRICATION. Wide Market for Tractors in the South—Sales Show Constant Gain. Harold F. Podhaski.—*Automotive Industries*, July 16, 1925.

GENERAL. Babbitt Pays for Babbitt-baiting. Harper Leech.—*The Nation's Business*, July 1925.

What Price Profits? Taking Risks. William Trufant Foster.—*The Nation's Business*, July 1925.

59 Millions a Year in a Hidden Tax. James L. Madden.—*The Nation's Business*, July 1925.

Making Capitalists—200,000 of Them. Warren Bishop.—*The Nation's Business*, July 1925.

Chinese Business Based on Honor. Toy K. Lowe, Vice President Chinese Chamber of Commerce, San Francisco.—*The Nation's Business*, August 1925.

BOOK. Science and Religion. J. Arthur Thompson. Charles Scribner's Sons.



McGavin Bread Company's Ford Fleet, Denver, Colorado

This splendid delivery fleet, comprising fifteen trucks, is lubricated 100% by Texaco lubricants, including Texaco Motor Oil Ford and Thuban Compound. Texaco Gasoline is used. The picture shows some of the trucks at our No. 2 Service Station, Speer Boulevard and Bannock Street, Denver.

NEVER FORFEIT
A FRIEND
TO CONCILIATE
AN ENEMY