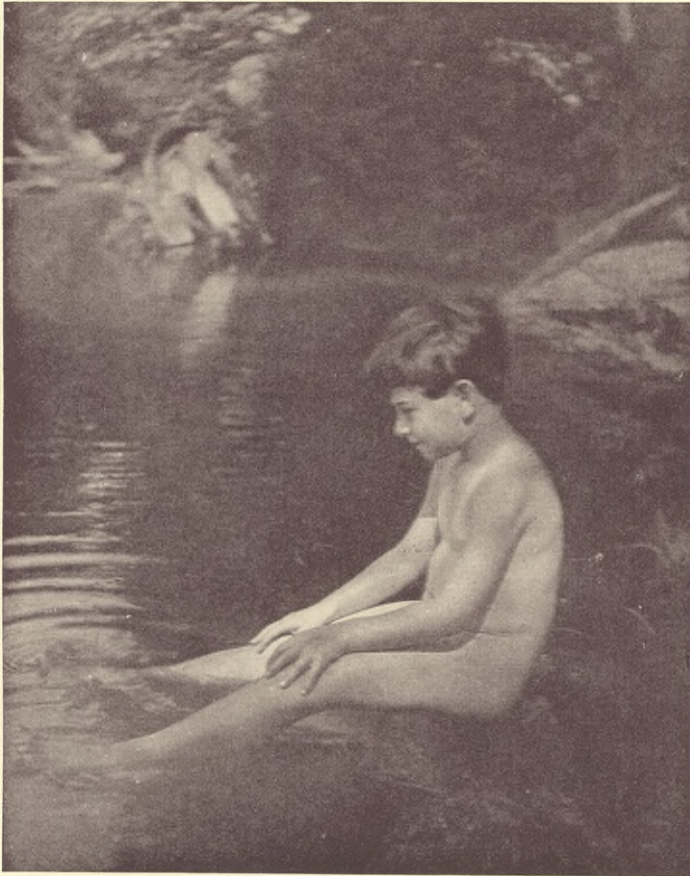


# *The* TEXACO STAR

*For Employees of The Texas Company*




*"Oh for boyhood's time of June,  
Crowding years in one brief moon"*

Vol. XV

JULY-AUGUST 1928

Nos. 7-8

## WORK

 EXTEND pity to no man because he has to work. If he is worth his salt, he will work. I envy the man who has work worth doing and does it well. There never has been devised, and there never will be devised, any law which will enable a man to succeed save by the exercise of those qualities which have always been the prerequisites of success, the qualities of hard work, of keen intelligence, of unflinching will.

—*Theodore Roosevelt.*

# The TEXACO STAR

PRINTED MONTHLY FOR DISTRIBUTION  
TO EMPLOYEES OF THE TEXAS COMPANY

Vol. XV

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*"All for Each—Each for All"*

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## Steady Growth

The continued development of processes of manufacture and sales outlets for the extensive utilization of the various elements in natural products is one of the great triumphs and efficient results of modern business. The petroleum industry especially has found and is continually experimenting to find better manufacturing methods and new uses for the products obtainable from crude oil. This is a broad field for engineering and chemical exploration.

The many valuable products of oil refineries on the market today testify to the continuous efforts put forth by the industry to extend its refining technic and sales outlets. The article appearing in this issue of *The Texaco Star* on the "Development of the Asphalt Industry" is an illuminating picture of one phase of this expansion. It is an economic maxim that a broadening market means steadier conditions for any manufacturer. The Texas Company has always rightly enjoyed the distinction of being noted for its aggressive and progressive policies. Motorists of every state from coast to coast can now find Texaco uniform products and uniform service.

As an indication of the extent or completeness of the line of Texaco lubricants, under

recent Navy awards, our oils will be in use on all types of vessels, on turbines, Corliss engines, Diesel motors, airplane engines, pumps, ice machines, line shafting, and on all the intricate variations of machinery and equipment employed in the operation of this huge unit of our national defense. The variety and extent of Texaco quality products leave very few outside the pale of our prospective customers and give us all the opportunity to spread the message of Texaco products and service. From battleships to bicycles—wherever oil is needed or used, The Texas Company can supply a specially manufactured product to meet the particular working conditions.

The increased efficiency of manufacturing operations has been great during the last few years. It has been said by a noted statistician that "actual production capacity is being increased beyond the limits of mere physical plants by a type of creative thinking not previously observed except after great wars." The Texas Company by wise and adroit expansion of its markets is prepared to utilize improvements and efficiencies in manufacturing operations. Thus, the spirit of an aggressive organization in pushing the whole line all the time is a guarantee of steady growth towards greater accomplishments.

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## America's Holiday

Of all our holidays none is so generally celebrated as July Fourth. One hundred and fifty-two years ago, Thomas Jefferson and those who were active in the support of the cause of American liberty signed the Declaration of Independence—an epochal event

## The TEXACO STAR

calling for the highest type of physical and moral courage. Risking all on "one turn of pitch and toss," they realized clearly that by signing their names to the stirring message of liberty they were issuing their own death warrants if the heroic struggle for independence failed against seemingly overwhelming odds. The colonies were ill prepared to wage a successful war. Whatever the result, however, they were ready to serve and sacrifice that the right might prevail. Such brave unflinching spirits arising in great crises in human affairs are the crowning glory of humanity.

The struggle of the Continental Army, the heart-breaking reverses and the hope-reviving victories, is a story to thrill the hearts of our people and cause the fires of patriotism to flame anew and furnish inspiration for renewed allegiance to our institutions of government.

It is well that we enthusiastically celebrate on July Fourth, but our enthusiasm should not be confined to commemorating activities or exercises. Real patriotism is doing all one can to uphold the laws of the Nation and State, and living from day to day a well-ordered life. Honest living, square dealing, truth speaking, clear and unbiased thinking, hard working, all make for patriotic citizenship. Patriotism is not confined to the battle field—there is always need for unselfish service and noble patriotism.

"Be just and fear not;  
Let all the ends thou aim'st at, be thy  
country's,  
Thy God's, and Truth's."

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### Expansion

The principal activities of The Texas Company during the last month in the way of expansion have been the following:

*First.* Decision to extend our present pipe line system to the Gray County section of the Panhandle of Texas. This will be an 8-inch line from Kingsmill to Vernon and Wichita Falls, Texas, connecting into both the North Texas and Central Texas lines which, together with an additional 8-inch line from Dallas to Corsicana and Corsicana to San Augustine, to connect with our Louisiana line at the latter point, will make a total of 333 miles and give us at this time additional through capacity to Port Arthur of 10,000 barrels daily which can be increased with additional stations when added capacity is required. Pipe for this line

amounts to about 25,000 tons and order was placed with A. O. Smith Corporation of Milwaukee.

*Second.* The purchase in West Texas, Crane, Upton, and Winkler Counties, of 4,265,000 barrels of steel tankage and 3,000,000 barrels of crude oil, with gathering lines, loading rack, etc., together with developed and undeveloped leases, most of which are in proven productive areas, with 27 wells and an estimated potential daily production, net to the Company, of 30,000 barrels. (The Winkler County production is, however, being restricted in accordance with existing proration orders of the Texas Railroad Commission.) As of the 9th instant, there are 31 producing wells with a potential production of approximately 45,000 barrels daily.

*Third.* The construction of a 12-inch pipe line from the West Texas fields in Pecos, Crane, Upton, and Winkler Counties, to Houston, and a 10-inch line from Houston to Port Arthur, a total distance of approximately 550 miles, not including field gathering lines.

It is expected that the line will be completed about March 1, 1929, and when all stations are installed will have a capacity of 60,000 barrels daily. The pipe for this line amounts to about 65,000 tons. The Youngstown Sheet and Tube Company was the successful bidder.

R. C. HOLMES,  
President.

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### "Twenty-five Years Ago"

Many incidents worthy of preservation occur in the history of an organization. Such reminiscences quicken our interest in the Company and give us insight into its vitality and continuity. Beginning with this issue of *The Texaco Star* a Twenty-five Years Ago column will appear currently. All are urged to cooperate in making and keeping this feature as interesting as possible. Anyone knowing of pertinent facts or anecdotes occurring about twenty-five years ago would confer a favor on us by sending the observations in to the Company journal.

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Civilization is a way of doing things. Civilization turns on organization, and every man's success is a matter of rendering service for other people.—*Elbert Hubbard.*

## The TEXACO STAR

### Singin' Sam

Black Sam sat on the saggin' bridge  
An' sang of the holly on the swellin' ridge;  
He sang of the wind in the bendin' pines  
An' sang of the twistin' of the honeysuckle vines.

He sang the song of the whippoorwill  
When the moon is full and the night is still,  
The quiet song of the soft Gulf breeze  
In the cream-white buds of magnolia trees.

Then he whistled high,  
He whistled low;  
He whistled fast  
An' he whistled slow.

He whistled the moan of the comin' storm  
When the locust shrilled that the day was warm;  
He whistled the sun from its last red bars  
Till he called out the calm of the cool, dim stars.

—Gerald Donoghue.

### A Louisiana Epic

He is an old man, certainly more than sixty, but still ruddy and robust from an active and vigorous life in which reading had no place. One of his small grandsons brought home the story of David Crockett from the library and read a bit of it aloud before the fire the other evening. The old man listened, eager, enthralled. Why had no one ever told him this was the stuff of which books were made? It brought back the early days when he, a slim youth, had stalked bear and deer and wild turkey in Richland Parish swamps and woods. The next morning he was button-holing friends on the street to ask them excitedly if they had read the David Crockett yarn.

"Everyone likes to read, once he finds the book which touches his experiences."

—Sarah I. Jones.

### Success No Easy Master

Without work no amount of talent, no amount of influence, will carry a man very far in this world. I am amazed at the point of view of some modern young men. They look at the successful men of the day as if they supposed success to be an easy matter—giving rich gifts and requiring little in return. I wonder what they would think if they could see the average day's program of one of the men they envy. Theodore Roosevelt left a correspondence that of itself involved more work than the average man does in his active

Jog on, jog on the foot-path way,  
And merrily hent the stile-a;  
A merry heart goes all the day,  
Your sad tires in a mile-a.

—Shakespeare.

### LIFE WISDOM

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

—Benjamin Disraeli.

Coöperation is not a sentiment—it is an economic necessity.—Charles Steinmetz.

We are born for coöperation, like the feet, the hands, the eyelids, and the upper and lower jaws.—Marcus Aurelius.

A man must be excessively stupid, as well as uncharitable, who believes there is no virtue but on his own side.—Addison.

Look up and not down; look forward and not back; look out and not in; and lend a hand.—E. E. Hale.

"Mutual help is the law of nature."

Heaven forming each on other to depend,  
A master, or a servant, or a friend,  
Bids each on other for assistance call,  
Till one man's weakness grows the strength of all.—Pope.

It is not the guns or armament  
Or the money they can pay,  
It's the close co-operation  
That makes them win the day.

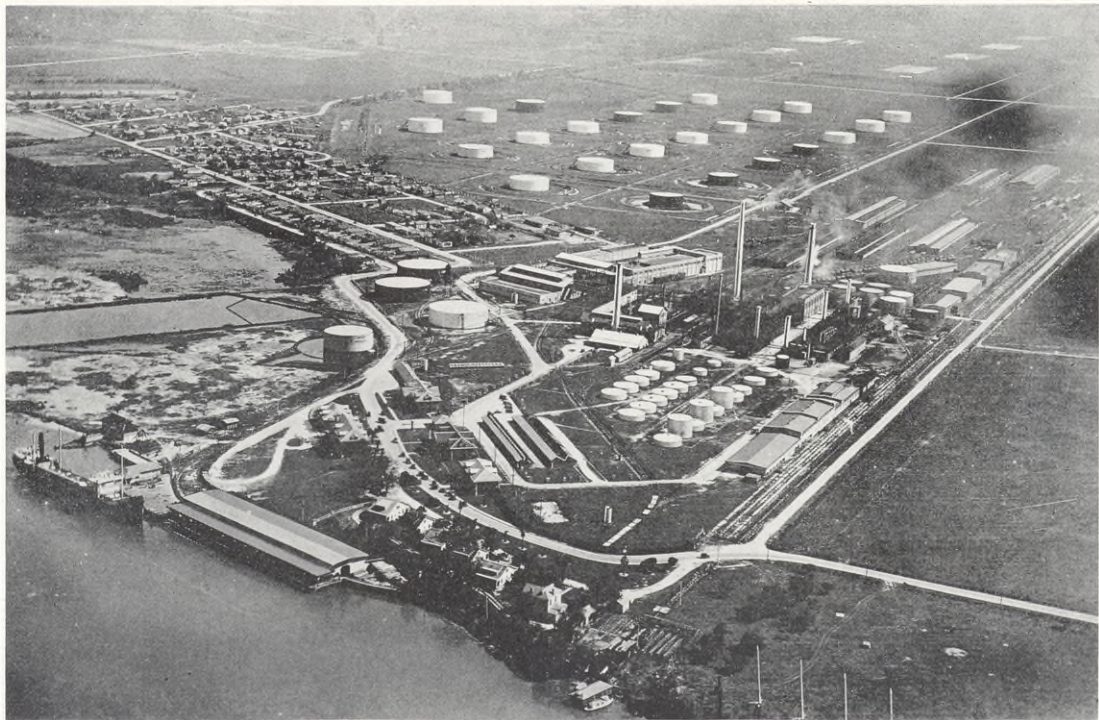
It is not the individual  
Or the army as a whole,  
But the everlastin' teamwork  
Of every bloomin' soul.

—J. Mason Knox.

life. Yet it represented only a small part of his activities.

The higher men climb, the longer their working day. And any young man with a streak of idleness in him might better make up his mind at the beginning that mediocrity is to be his lot. Without immense, sustained effort he will not climb high. And even though fortune or chance were to lift him high he would not stay there. For to keep at the top is harder, almost, than to get there. There are no office hours for leaders.

—Cardinal Gibbons.



*The* TEXACO STAR

The Texas Company's Port Neches Works—the largest asphalt plant in the world

## The TEXACO STAR



Lake Wales, Florida  
A Texaco asphalt pavement in most attractive surroundings.

# Development of the Asphalt Industry in the United States

W. H. KERSHAW, Manager Asphalt Sales Department

(Excerpts from chapter on Asphalt from Mineral Industry, 1926, by Prevost Hubbard, Chemical Engineer of the Asphalt Association.)

The total production and importation of asphalt in the United States during 1926 exceeded that of 1925 by about 11.1 per cent. The following table shows the increase in production and importation of asphalt in the United States (in short tons) from 1915 to 1927.

				1918	604,723	597,697	1,356,009
				1919	614,692	674,876	1,445,178
				1920	700,496	1,045,779	2,023,665
				1921	624,220	908,093	1,916,205
				1922	805,145	1,242,103	2,446,024
				1923	974,000	1,395,000	2,843,671
				1924	1,158,465	1,920,915	3,745,959
				1925	1,206,700	1,971,670	3,885,382
				1926	1,245,160	2,213,310	4,316,282
				1927	1,381,000	2,478,762	4,810,987

Year	Asphalt Produced from Domestic Petroleum	Asphalt Produced from Foreign Petroleum	Importation of Asphalt in the United States	Total Production and Importation
1915	664,593	388,318	not reported	
1916	668,334	572,387	not reported	
1917	701,809	645,613	1,587,284	

Of the 4,316,282 short tons produced and consumed in 1926, statistics of the U. S. Bureau of Mines show that 3,458,470 tons, or over 80 per cent, was manufactured or recovered directly from petroleum. Petroleum asphalt was exported from the United States to the extent of 146,489 tons, an increase over 1925 of about 65 per cent. The principal pur-

## The TEXACO STAR

chasers of this exported asphalt are shown in the following table.

Petroleum Asphalt Exported from the United States in 1926	
<i>(In short tons)</i>	
North America.....	13,542
Canada.....	10,608
South America.....	3,503
Argentina.....	1,807
Europe.....	54,752
Belgium.....	1,507
France.....	3,770
Germany.....	21,020
Italy.....	3,019
Netherlands.....	7,283
Spain.....	1,213
Sweden.....	1,108
United Kingdom.....	15,232
Asia.....	44,018
Ceylon.....	1,795
China.....	8,321
Japan.....	6,312
Kwangtung.....	2,045
India.....	3,871
British Malaya.....	2,013
French Indo-China.....	2,033
Hongkong.....	14,997
Africa.....	2,891
British South Africa.....	2,064
Oceania.....	27,783
Australia.....	22,955
New Zealand.....	4,678
Total.....	146,489

The consumption of domestic native asphalt and related bitumens, including bituminous rock, gilsonite, wurtzilite, and ozokerite, amounted to 715,180 tons, of which 672,750 tons was bituminous rock averaging less than 10 per cent of asphalt proper. Kentucky produced 320,430 tons, mostly bituminous sandstone; Texas 280,980 tons, mostly bituminous limestone; and Oklahoma and Alabama 37,010 and 22,000 tons of bituminous rock, respectively. All of the gilsonite and wurtzilite, amounting to 42,190 tons, was produced by Utah.

Native asphalt and bituminous rock imported into the United States during 1926 amounted to 142,632 tons, an increase of 17 per cent over 1925, but less than the amount imported in 1924. Of this, 122,854 tons was imported from Trinidad and Venezuela.

With the exception of gilsonite, most of the native asphalts contain considerable quantities of inert material which is not bitumen. Thus

the crude lake asphalts from Trinidad and Venezuela carry considerable quantities of mineral and vegetable matter, as well as water, gas, and other volatiles, while the marketed rock asphalts are mostly sandstone or limestone impregnated with from 5 to 10 per cent of bitumen. On the other hand, asphalts which are recovered directly from petroleum by distilling off the volatile oils that hold them in solution, or by oxidizing fluid petroleum residues, are practically pure bitumen or 100 per cent asphalt.

As asphalt is principally used as a waterproof weather-resistant cement for binding together mineral fragments or for saturating and coating fibrous materials or fabrics in the manufacture of various commercial products, its bitumen content or degree of purity is of considerable interest from a commercial and statistical standpoint. The following table shows the approximate tonnage of asphalt produced in and imported into the United States during 1926, eliminating the extraneous material from consideration. On the basis of pure bitumen it is seen that 94.7 per cent of the total is petroleum asphalt.

### Asphalt Produced in the United States and Imported During 1926

*(Basis of pure bitumen)*

	Short Tons	Per Cent
From domestic petroleum.....	1,245,160	34.1
From foreign petroleum.....	2,213,310	60.6
In domestic native products.....	101,436	2.8
In imported native products.....	80,578	2.5
Total.....	3,649,484	100.0

Petroleum asphalt is ordinarily graded according to its consistency or degree of hardness by means of the penetration test, which consists of determining the distance that a standard needle will penetrate a sample of the asphalt maintained at 77° F. when the needle is loaded with 100 grams and the load is applied for 5 seconds. The depth which the needle penetrates is expressed in units of 0.1 mm. each, and it is therefore evident that the softer the asphalt, the higher is its penetration. Fluid products, or those which are too soft to be subjected to the penetration test, are not usually called asphalt, but asphaltic fluxes or oils. In the following table compiled by the Bureau of Mines, two classes of products are established on the basis of consistency: (1) materials showing a penetration lower than 200, and (2) materials showing a penetration higher than 200.

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1. A Texaco Asphalt highway serving the oil fields of Stephens County, Texas.
2. Texaco Surfacing Material makes cemetery drives smooth, firm, and dustless.

# The TEXACO STAR

## Asphalt and Asphaltic Material Manufactured in the United States from Petroleum and Sold at Refineries, 1926, by Varieties

Product	Solid and Semi-solid Products of Less Than 200 Penetration (Asphalt)	Semi-solid and Liquid Products of More Than 200 Penetration (Flux) (a)	Grand Total
	Short Tons	Short Tons	
From domestic petroleum:			
Paving (b).....	471,000	14,340	485,340
Roofing and waterproofing (c).....	297,920	55,960	352,980
Mineral rubber (d).....	25,570	.....	25,570
Road oil (e).....	.....	218,470	218,470
Other (f).....	101,720	61,080	162,800
Total.....	895,310	349,850	1,245,160
From foreign petroleum:			
Paving (b).....	868,320	112,470	980,790
Roofing and waterproofing (c).....	484,600	285,450	770,050
Mineral rubber (d).....	16,920	.....	16,920
Road oil (e).....	.....	115,580	115,580
Other (f).....	137,030	192,940	329,970
Total.....	1,506,870	706,440	2,213,310
Grand Total.....	2,402,180	1,056,290	3,458,470

(a) Flux: liquid asphaltic material used in softening native asphalt or solid petroleum asphalt for paving, roofing, waterproofing, and other purposes.

(b) Paving asphalt: refined native asphalt and asphaltic cement, fluxed and unfluxed, produced for direct use in the construction of sheet asphalt, asphaltic concrete, asphalt macadam, and asphalt block pavements, and also for use as joint filler in brick, block, and monolithic pavements.

(c) Roofing and waterproofing asphalt: asphalt and asphaltic cement used in saturating, coating, and cementing felt or other fabric and in the manufacture of asphalt shingles.

(d) Mineral rubber: asphalt and asphaltic cement used by the rubber industry.

(e) Road oil: residual asphaltic oil used for surface treatment.

(f) Other solid and semi-solid products: asphalt and asphaltic cement used as dips and in the manufacture of insulating materials, acid-resisting compounds, putty, mastic, briquettes, and not included in the preceding definitions. Other liquid products: petroleum asphalt used in the manufacture of saturant, paint, varnish or other coating, exclusive of fuel oil, and not included in the preceding definitions.

From this table it is seen that of the total tonnage of petroleum asphalt, 1,466,130 tons was paving asphalt and flux and 334,050 tons was road oil. This gives a total of 1,800,180 tons, or 52.1 per cent, which went into road and paving work. Roofing and waterproofing consumed 1,123,030 tons or 32.5 per cent, and the

rubber industry 25,570 tons, or 1.2 per cent. The remaining 14.2 per cent was used in the manufacture of a great variety of products such as wall board, flooring, floor coverings, sheathing, moisture-proof wrapping paper, paints, varnishes, enamels, japans, antacid coatings, pipe-dips, sealing compounds, insulating prod-

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Oak Lawn Avenue is one of many streets in Dallas, Texas, which have been paved with Texaco asphalt

ucts, emulsions, and molding compositions. It is of interest to note that as compared with 1925 the use of asphalt for miscellaneous purposes showed an increase from 4.8 per cent of the total production to 14.2 per cent.

No classified data are available in connection with uses to which the native asphalt products are put, but the great bulk of rock asphalt and imported lake asphalt was used for paving.

During 1927 a greater yardage of asphalt pavements was constructed than in any preceding year. The following table shows the approximate yardage of asphalt pavements laid since 1910, allowing for the use of asphalt in maintaining and repairing old pavements. This does not include roads merely surface-treated with asphaltic materials, of which from the tonnage of road oil reported there was not less than 160,000,000 square yards or 16,000 miles.

### Asphalt Pavements Constructed in the United States

Year	Square Yards
1910.....	18,000,000
1911.....	23,000,000
1912.....	30,000,000
1913.....	38,000,000
1914.....	36,000,000
1915.....	52,000,000

1916.....	58,000,000
1917.....	64,000,000
1918.....	53,000,000
1919.....	56,000,000
1920.....	73,000,000
1921.....	71,000,000
1922.....	90,000,000
1923.....	108,000,000
1924.....	125,000,000
1925.....	130,000,000
1926.....	133,000,000
1927.....	137,000,000
Total.....	1,295,000,000

The Texas Company operates four asphalt refineries located at Port Neches, Texas, Norfolk, Virginia, Marcus Hook, Pennsylvania, and Providence, Rhode Island. Bulk stocks of asphalt are carried at Jacksonville, Florida, Tampa, Florida, and Bayonne, New Jersey, and package stocks are carried at all the above named points and at many of the Company's stations, particularly throughout the South. Its Port Neches refinery, situated 30 miles from the Gulf of Mexico on the Neches River, is the largest asphalt manufacturing plant in the world. Our Company early in the twentieth century took its place as a manufacturer of petroleum asphalts.

The Texas Company is marketing a full range of asphalt products.

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Osage oil lease sale, Pawhuska, Oklahoma, June 14, 1921

The man standing up wearing the striped shirt is the picturesque Col. E. Walters, who has cried every one of these lease sales. The man to the right of Colonel Walters in a white shirt and with a straw hat on is the Hon. J. George Wright, Superintendent of the Osage Indian Agency. He is known as the "Emperor of the Osages."

Because of the large prices paid for leases at this time the tree under which the sale was conducted was named the Million Dollar Tree.

## The Osage Nation

L. H. DANIEL, Manager Oklahoma District

The people of the Osage tribe are of Siouan stock. They speak a Sioux or Dakotah language and are similar in culture, traditions, religious beliefs, rites, ceremonies, *etc.*, to the people of the Sioux or Dakotah tribes. They belong to the Southern Division of the Siouan tribe. The other members of this division, the Qua Paw, Kansas (or Kaw), Omaha, and Ponca tribes, all speak the same language with slight dialect differences.

Like all of the other Siouan tribes, their ancestors once lived east of the Allegheny Mountains in Virginia and the Carolinas; thence they moved across the Mississippi River about seven centuries ago.

The white man first found the Osages living in the central part of Missouri, chiefly in the region of the Osage River. When the United States during the administration of President Thomas Jefferson bought Louisiana from France in 1803, the Osages were living in

Missouri. The site of St. Louis was formerly Osage land, and the first portion of the city was built on a grant from the Osage tribe. They ranged in this section on hunting excursions south and westward over portions of Arkansas, Oklahoma, and Kansas.

The Osage people came in contact with the early French explorers in the latter half of the seventeenth century. French traders later came among them; but systematic trade between them and the French dates from the time of the establishment of St. Louis, shortly after the close of the French and Indian War. From that time on French traders were among them almost constantly and many married among the Osage people. Many of the Osage people of the present day are not only of French descent but have French family names. Oddly enough some of them have been Anglicized to such an extent that they could hardly be recognized by some of their aristocratic

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Another view of the Osage oil lease sale held June 14, 1921, at Pawhuska, Oklahoma, showing all the bidders on their feet. This was taken when leases on 25,918.7 acres brought \$4,559,100 in bonuses.

Creole relatives in St. Louis. After purchase of the Louisiana Province by the United States, American traders also came among them.

About the beginning of the last century more than half of the tribe moved from Missouri to the present State of Oklahoma, establishing their permanent villages in the valleys of the Grand or Neosho and Verdigris Rivers. There they lived most of the time for about a third of a century. In 1825 they sold the last of their lands in Oklahoma to the United States Government and accepted a reservation in southern Kansas, to which the last of them were removed about 1836. They still continued to range over portions of Oklahoma, especially on their buffalo hunts.

At the close of the Civil War, on account of many members of the Five Civilized Tribes being allied with the insurgent Confederate States, these tribes were compelled to recede part of their tribal domains to the Government for the purpose of settling other friendly tribes thereon, especially those which were still located on reservations in Kansas.

In 1868 an agreement was made between the Government and the Indians whereby the latter were to sell their Kansas reservation—40 miles wide and about 200 miles long—and accept in lieu thereof a reservation in the Cherokee outlet. The price to be paid for the

Kansas reservation was stipulated at twelve and one-half cents an acre. Two very shrewd mixed-blood Cherokee lawyers, Clement L. Vann and Wm. Penn Adair, went to the Chief and head men of the Osage tribe and informed them that their lands were worth much more than twelve and one-half cents an acre. They finally persuaded the Osages to sign a contract with them to give them twenty-five per cent of the difference between the price of their land at twelve and one-half cents an acre and the price which the two attorneys might secure if they could defeat the confirmation of the original agreement at Washington. The two attorneys succeeded in defeating the approval of the agreement by Congress, and the Government had to renew negotiations for the purchase of the Kansas reservation—ultimately paying \$1.25 an acre.

In return for the relinquishment of the Kansas reservation the Osages received a grant of all the lands in the Cherokee outlet lying west of the Cherokee Nation proper and north of the Arkansas River. A small fraction of this grant, lying in the extreme western part, was subsequently sold to the Kansas or Kaw tribe.

The new Osage Nation comprises the same territory as the present Osage County in Oklahoma, and the Osage people acquired it "to have and hold, as long as water flows, and grass

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grows, and fire burns." In addition to this about nine million dollars was placed on deposit with the Treasurer of the United States to the credit of the Osage people. As the contract between the Osages and the two attorneys had never been approved by the Department of the Interior, it was not of binding force; but the Department of the Interior finally allowed these attorneys compensation for services rendered to the amount of fifty thousand dollars.

The first missionary and educational effort was instituted in 1821 among the Osage people at Union Mission, in what is now Mays County, Oklahoma, by the United Foreign Missionary Society and continued until the Osages moved to Kansas fifteen or sixteen years later. In 1847 the Roman Catholic Church established the Osage Mission on the Neosho River at the present town of St. Paul, Kansas. When the Osage people were moved to Oklahoma in 1872, the Tribal Agency was established at Pawhuska, Oklahoma, where the large Government Indian School was built for the children and youth of the tribe.

The first oil lease made in the Osage Nation was a blanket lease executed in 1896 under what was known as the "Foster Lease." Their lands were then allotted—all the lands being divided according to value and allotted to members of the tribe—but before the allotment an agreement was entered into whereby all oil and gas royalties were to be held in common.

The "Foster Lease" ran for a period of ten years. It was then renewed by Congress to run for an additional period of ten years, but the acreage was reduced to 600,000 acres. The lease finally expired in 1916. The owners of producing wells, under the old lease, were protected in their ownership and new leases were made to them by the Osage Nation without bonus charge. This left all the land of the Osage Nation unleased except that which had been leased prior to this time at auction and that which was productive, and the Government then instituted the policy of offering from time to time at public auction oil leases on acreage in the Osage Nation.

While oil has been discovered on a number of Indian reservations, notably in Oklahoma, one of the richest oil areas in the United States is in the Osage Nation. This accounts for their tremendous wealth and the fact that they are conceded to be the wealthiest people per capita in existence.

The Osages were allotted the surface of the

lands individually, but the mineral rights were reserved for the benefit of the tribe collectively. Hence the members share equally in oil royalties and bonuses. Each enrolled Osage Indian in the fiscal year 1927 received from the Government approximately \$7,700, and in the previous year \$13,400. In 1926 some families received as high as \$112,000, derived largely from oil royalties and bonuses. In the fiscal year 1926 the total bonuses received for leases sold during the year amounted to \$1,758,950, and the deferred bonus payments from previous sales paid during the year amounted to \$13,740,607. In addition to this, under the terms of the leases, the Osage Indians receive one-fifth or one-sixth royalties, depending upon the capacity of the wells.

Auctions of Osage Indian Reservation oil and gas leases have been held periodically since 1912. Under the prescribed method of development, oil companies and individuals bid against each other in the payment of bonuses for the leases; that is, for the privilege of drilling wells. The individual tracts offered consist of 160 acres each, and bonuses as high as \$1,955,000 and \$1,999,000 have been paid for two tracts.

In consequence of the discovery and development of a rich oil field in the Osage Reservation, as previously stated, the per capita payments to the members of the tribe have grown to very large figures. Per capita payments according to the amount received during the previous three months are made each quarter to the 2,229 enrolled Osages or their heirs. The value of one share and the aggregate amount of yearly payments for the 2,229 shares are shown in the following table taken from the records in the Office of Indian Affairs, Department of the Interior.

<i>Yr. ending June 30</i>	<i>No. of payments</i>	<i>Amt. of each share</i>	<i>Total amount</i>
1916	4	\$ 384.93	\$ 858,008.97
1917	6	2,719.98	6,062,835.42
1918	6	3,672.33	8,185,623.57
1919	7	3,930.00	8,759,970.00
1920	9	8,090.00	18,032,610.00
1921	7	8,600.00	19,169,400.00
1922	4	7,700.00	17,163,300.00
1923	4	12,400.00	27,639,600.00
1924	4	11,600.00	25,856,400.00
1925	3	9,300.00	20,729,700.00
1926	5	13,400.00	29,868,600.00
1927	4	7,700.00	17,163,300.00

All oil, gas, and other minerals are reserved to the Osage tribe as a unit until April 8, 1946, under Section 3 of the Osage Allotment Act

## The TEXACO STAR

approved June 26, 1906, and as amended by the Act of March 3, 1921, and leases for mining such minerals are made through the Osage Tribal Council with approval of the Secretary of the Interior under current regulations promulgated March 7, 1923, as to oil and gas, and November 1, 1919, as to other minerals. This amendment to the Allotment Act directs the Secretary of the Interior and the Osage Council

to offer for lease for oil and gas mining purposes, prior to April 8, 1931, the unleased portion of the reservation, which approximated one million acres on the date when the Act became a law.

The following table shows a list of sales up to March 29, 1928, with the date of sale, acreage offered, acreage sold, bonus offered, and average price per acre.

**Osage Oil Lease Sales and Bonuses**  
(From Office of Indian Affairs, Department of the Interior)

<i>Date of sale</i>	<i>Acres offered</i>	<i>Acres sold</i>	<i>Bonuses offered</i>	<i>Average</i>
Nov. 11, 1912	107,594	24,541	\$ 39,436.00	\$ 1.60
Sept. 29, 1913	12,049	10,132	498,182.58	49.17
Apr. 20, 1916	17,280	14,377	2,057,600.00	143.11
June 20, 1916	3,020	2,482	1,169,280.78	471.10
May 31, 1917	9,120	8,160	1,947,600.00	238.67
Nov. 12, 1917	20,621	19,860	1,677,200.00	84.42
Feb. 14, 1918	32,160	25,440	1,275,500.00	50.14
May 18, 1918	51,400	38,890	1,180,575.00	30.29
Nov. 9, 1918	43,040	34,720	3,350,200.00	96.49
Mar. 5, 1919	21,000	20,520	2,790,925.00	136.01
June 6, 1919	39,251	38,451	3,884,925.00	101.04
Oct. 6, 1919	35,310	34,670	6,056,950.00	174.70
Feb. 3, 1920	31,613	29,533	3,102,700.00	105.05
May 18, 1920	31,783	31,303	2,851,900.00	91.10
Oct. 12, 1920	36,877	36,877	3,993,750.00	108.30
June 14, 1921	26,588.7	25,918.7	4,559,100.00	175.90
Dec. 12, 1921	36,414.4	35,665.1	7,261,600.00	203.60
Mar. 2, 1922	37,184.2	33,467.5	3,949,950.00	118.02
June 28, 1922	34,660.15	33,220.15	10,889,700.00	327.80
Jan. 28, 1923	33,913.88	24,071.24	6,217,500.00	256.29
Apr. 5, 1923	33,790.34	23,640	8,029,100.00	339.64
Mar. 18-19, 1924	100,305.38	59,982.24	14,193,300.00	278.40
June 30, 1924	19,785.41	11,145.41	2,250,200.00	201.89
Dec. 18, 1924	29,889.73	8,609.73	1,087,300.00	126.00
Mar. 18, 1925	35,227.98	12,205.07	671,650.00	55.03
Mar. 17-18, 1926	113,392.04	46,331.45	3,998,485.00	86.30
Sept. 30, 1926	35,780.72	15,520	2,117,300.00	136.42
Mar. 28, 1927	74,564.31	20,656.16	2,435,700.00	117.92
Dec. 12, 1927	20,000	18,880	2,267,650.00	120.61
Mar. 28-29, 1928	92,220.67	63,440.90	2,437,300.00	38.42
Total	1,215,844.91	793,718.65	\$108,242,559.36	

Divided \$107,704,940.78 for oil leases and \$537,618.58 for oil and gas leases. Purely gas lease bonuses total \$1,173,920.48, making the total bonuses for oil and gas leases \$109,416,479.84.

All leases provide for one-sixth royalty except where the capacity of wells on any quarter section or fractional quarter section during any calendar month is sufficient to average

daily one hundred or more barrels per well—the royalty on such production is one-fifth. The following table shows the production of oil and gas beginning with the first discovery

## The TEXACO STAR

in 1901 and also the amount of royalties paid.

### Osage Oil and Gas Production and Royalties

(From Office of Indian Affairs, Department  
of the Interior)

Year ended June 30th	Gross oil pro- duction (bbls.)	Oil, gas, and gasoline royalties
1901	10,536	\$ 603.25
1902	10,522	448.26
1903	52,217	2,957.71
1904	90,806	9,713.74
1905	1,868,260	128,897.12
1906	4,514,004	228,267.34
1907	5,547,167	301,580.48
1908	4,775,280	246,795.86
1909	4,816,462	248,013.53
1910	5,091,424	233,991.45
1911	9,418,760	517,691.21
1912	9,445,069	656,176.47
1913	7,787,030	778,300.22
1914	11,091,791	1,358,392.08
1915	7,257,788	524,252.52
1916	9,805,477	1,097,854.71
1917	9,943,919	3,417,815.95
1918	10,006,376	4,602,799.75
1919	12,138,086	5,420,674.71
1920	17,077,348	9,052,551.78
1921	20,621,614	11,308,746.20
1922	28,941,934	9,235,691.80
1923	41,810,178	14,072,541.61
1924	37,577,900	11,879,496.15
1925	33,662,179	11,144,402.63
1926	25,682,848	10,349,864.70
1927	25,884,734	10,386,837.61
Total	345,830,327	\$107,205,448.90

The Mid-Continent oil men have not lost their faith in the oil business by reason of over-production of crude oil and consequent low prices of oil and its products. This was attested at the Osage sale at Pawhuska, Oklahoma, on March 28-29, 1928, when \$2,437,300 was paid for 400 tracts comprising 63,440.90 acres. This was the thirtieth Osage sale and was handled by the picturesque auctioneer,

### President Inventors

Abraham Lincoln was granted patent 6400 March 10, 1849. It was a device for buoying vessels over shoals. His experience on his flat boat trip down the Mississippi doubtless gave him the idea, which was a series of buoyant chambers attached to the sides of boats and inflated so as to lighten the draft of the boat when passing through shallow water.

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Chief Baconrind of the Osage Indian Tribe, Pawhuska, Oklahoma.

Colonel E. Walters, who has handled many sales in the past for the Government.

Nature has been generous with her gifts in preparing a home for the Osages. She has lavishly distributed her beauty on tree-covered hills, fertile valleys, and wide open spaces of grass-covered prairies. These natural resources have brought Osage County to the front as a stock and agricultural community. The shorthorn has succeeded the longhorn, and when gas and oil shall cease to exist the thoroughbreds will continue to bring wealth and renown to this territory so well adapted to the small farmer and stock raiser.

Thomas Jefferson, another president of the United States, took a whirl at inventing. He gets credit for the swivel chair, the folding buggy top, the three-legged camp stool and the modern type of plowshare, all of which are still in use. Also he invented a writing desk with a folding top. Jefferson did not wish to capitalize on these inventions.

—Mueller Record.

## The TEXACO STAR



Kentucky Association race track at Lexington, Kentucky—the oldest racing organization in America. Passing in review prior to the running of the race.

# Kentucky Thoroughbreds

B. P. HONCHELL, Pryse Works, Pryse, Kentucky

At the dawn of history the horse was one of man's most useful servants. In those early days vehicles were unknown. The native country of the horse is not positively known, but in the Bible we are told that as early as 1650 years before the birth of Christ the horse had been domesticated by the Egyptians. The Arab steed was the perfection of the saddle and racing horse. Life and death depended upon his superior qualities; the supremacy and dominion of one tribe over another depended upon how it was mounted. The faithful Bedouin believes that the prophet Prince Mahomet himself founded the Kilhan, their noblest race of horses.

The crossing of the Arabian horse with the English horse is responsible for our present-day thoroughbred.

England published the first racing calendar in 1727, and the first jockey club was or-

ganized in 1750. It was in the year 1762 that the first English thoroughbred was imported into America.

Virginia has long been regarded, and justly, too, as the race horse region of America. Virginia was principally settled by men of birth attached to the Cavalier party. Race horses were bred and trained and many celebrated English thoroughbreds were imported in the early part of the eighteenth century, prior to the outbreak of the Old French and Indian War.

Kentucky is chiefly indebted to Virginia for the material upon which her present stock is founded. There is no region of America more favored for the rearing and breeding of the fine horse than the bluegrass region of Kentucky.

Racing commenced in Kentucky while it was still a territory. After being admitted to the union as a state, Kentucky soon took rank

*The* TEXACO STAR



1. Brood mares and colts on August Belmont's nursery stud, where Man o' War was foaled, on Dixie Highway near Lexington, Kentucky.
2. A group of thoroughbred yearlings at Hamburg Place of John E. Madden near Lexington, Kentucky.

## The TEXACO STAR



Star Shoot

For five consecutive years the leading sire of money-winning thoroughbreds.

as a great breeding and racing state, having outstripped its noble mother, Old Virginia. As Kentucky was principally settled by Virginians it naturally inherited the taste of its fathers.

The materials are meager upon which to build up an account of the breeding and racing of thoroughbred horses at Lexington in its infancy. The earliest evidence we have was published in the old Kentucky Gazette in 1788, when the state was but a wilderness. We find in the old Gazette some half dozen thoroughbreds advertised to stand for services for so many pounds of tobacco or bushels of corn.

As early as 1787 "the Commons," as the present Water Street of Lexington was then called, was a favorite of the horsemen when their charming pastime of racing through Main Street was interfered with by the trustees of the town.

In 1875 about 10,000 people, at that time considered a large crowd, attended the first running of the famous Kentucky Derby. Aristides won the first Kentucky Derby at Churchill Downs on May 17, 1875, and with it a purse of \$2,850.00. Aristides was entered in the race as a pacemaker for his stablemate, Chesapeake.

Man o' War was the super-horse of his generation. When Man o' War was a yearling at the nursery farm of August Belmont, near Lexington, the lot of yearlings was offered to Mr. Riddle, who sent his trainers to look them over. They learned that one yearling had been set aside for Mr. Belmont. They also learned that a full sister of the yearling had been tried out by Mr. Belmont's trainer and made such fast time it was believed to be a mistake. This so impressed Mr. Riddle that when he found Man o' War among the yearlings at Saratoga

## The TEXACO STAR



Man o' War  
Super-horse of his generation.

for the annual sale he determined upon adding him to his stable. From the first, Man o' War showed great promise, and his consistent development of speed continued until in his three-year-old form he became the most famous horse in the country and justified his reputation in every race in which he was entered. He not only had speed but was considered able to go any racing distance. His remarkable freedom from sickness and injury continued until his retirement to the stud where he should fulfill his destiny as one in whose veins flows the best race horse blood of the world. Man o' War's winnings while racing amounted to \$249,465.00.

The Standard Bred is an American breed, frequently referred to as the American trotting horse. As both trotting and pacing horses are registered in the same stud book, Standard Bred seems the preferable designation. Messenger, an imported thoroughbred, and Bell-founder, an imported Norfolk trotter, registered in the English Hackney Stud Book, are credited as being largely responsible for the foundation of this breed.

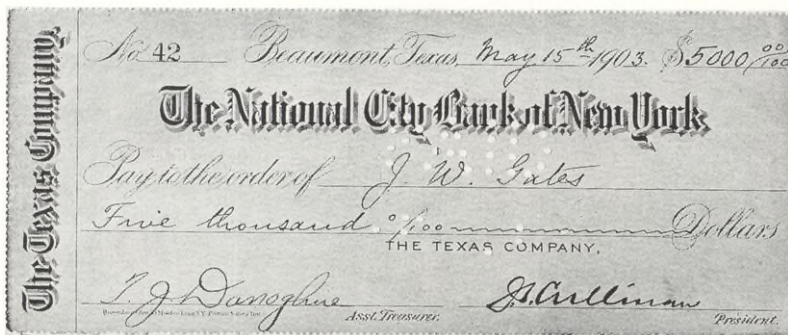
Messenger was imported into America in 1788. It was about 25 years after his arrival before trotting races began to attract much attention. It was a long time before the old slogan of "2:30 on the shell road" ceased to be a dream, and the time was gradually lowered until Flora Temple in 1859 trotted a mile in 2:19 $\frac{3}{4}$ . In 1867 along came Dexter in a sulky and lowered the record to 2:17 $\frac{1}{4}$ . Dexter held the record for four years, when the results of breeding along trotting lines became more apparent in the rapid lowering of the mile record by some of the super-horses of their day—Maud S., Nancy Hanks, and others. The grave of Nancy Hanks may be seen on the farm of Mr. Madden. The stone wall enclosure around the grave is in the shape of a horseshoe, which forms a monument to the memory of this famous trotter.

Some of the most distinguished, noblest, and most intellectual gentlemen of Kentucky, men famous in all professions and walks of life, have been patrons of the turf and breeders of the thoroughbred race horse.



Kentucky thoroughbreds in action

## The TEXACO STAR



Facsimile of check No. 42 issued to John W. Gates for the first dividend paid by The Texas Company

### Twenty-five Years Ago

Twenty-five years ago there were one hundred and eight individual (five of them also holding shares in trust) stockholders of The Texas Company. At the present time the stockholders' list has well over fifty thousand names. This great increase in the number of stockholders is a fair indication of the steady growth of the Company and may well be attributed to the fact that the Company has not missed a dividend since the first was paid on May 15, 1903. As an item of special interest to new and old stockholders, also to new and old employes, we give here the letter which announced the first dividend payment and a list of the individual stockholders at that time:

#### THE TEXAS COMPANY

A dividend of Ten Dollars per share having been declared on the Capital Stock of this Company outstanding April 24th, 1903, payable \$5.00 per share on May 15th, 1903, and \$5.00 per share on June 15th, 1903, we beg to enclose herein check for the May dividend on the stock standing in your name on the above-mentioned date. No acknowledgment is necessary.

Please notify us of any change of address.

Respectfully,

T. J. DONOGHUE,  
Assistant Treasurer.

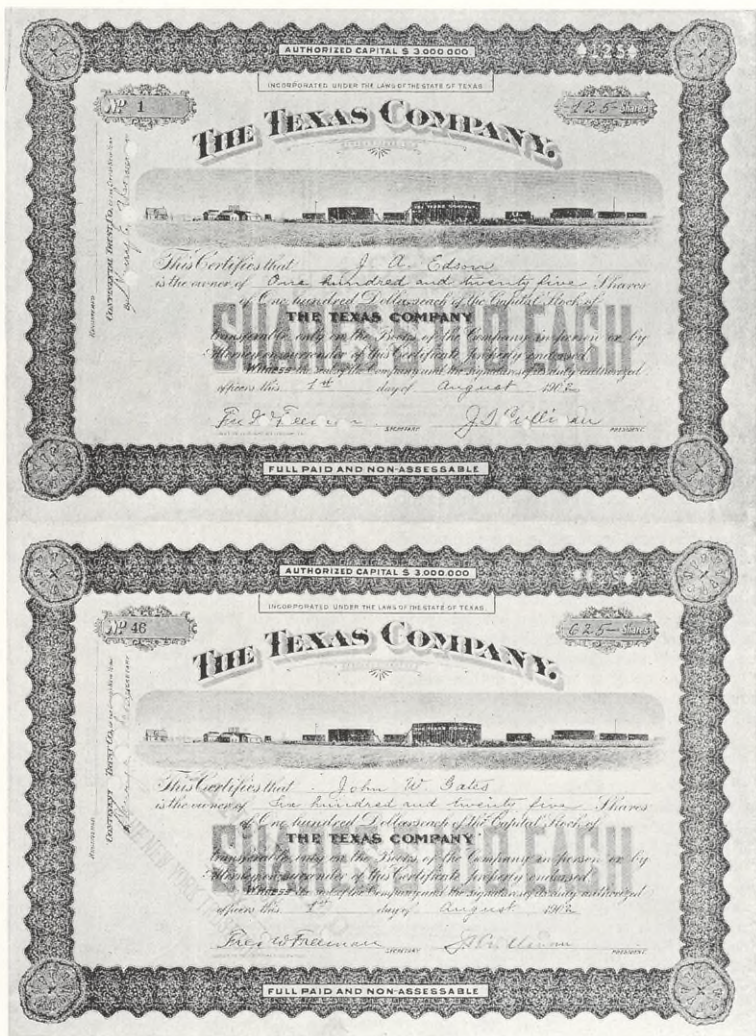
Beaumont, Texas, May 15, 1903.

Stockholders of record, April 24, 1903:

Autry, J. L., Corsicana, Texas.  
Allen, Simeon, Fairhaven, Vt.

Black, J. F., Findlay, Ohio.  
Brooks, R. E., Beaumont, Texas.  
Braley, C. A., Kansas City, Mo.  
Beatty, C. W., Warren, Pa.  
Bomar, D. T., Fort Worth, Texas.  
Booty, A. A., Georgetown, Texas.  
Booty, J. L., Georgetown, Texas.  
Booty, E. F., Georgetown, Texas.  
Bunker, Albert, Yonkers, N. Y.  
Craig, Geo. M., Port Arthur, Texas.  
Crary, T. D., Binghamton, N. Y.  
Cullinan, J. S., Beaumont, Texas.  
Corlim, C. C., Webster, Mass.  
Crary, Jerry, Warren, Pa.  
Crary, Roscoe, Chicago, Ill.  
Crary, Cavert, Boston, Mass.  
Curtis, H. H., New York, N. Y.  
Call, D., Port Arthur, Texas.  
Cunningham, W. W., Beaumont, Texas.  
Campbell, W. T., Beaumont, Texas.  
Colligan, J. C., Beaumont, Texas.  
Clark, W. D., San Francisco, Calif.  
Crawford, J. D., Marshall, Texas.  
Carmody, T. J., Beaumont, Texas.  
Donoghue, T. J., Beaumont, Texas.  
Davidge, Sam P., New York, N. Y.  
Davidge, S. B., Newark Valley, N. Y.  
Davidge, G. G., New York, N. Y.  
Davidge, E. G., Middletown, N. Y.  
Dearborn, George S., New York, N. Y.  
Dunlop, W. B., Beaumont, Texas.  
Drake, John A., Chicago, Ill.  
Dodge, C. M., New York, N. Y.  
Douglass, E. D., New York, N. Y.  
Edson, J. A., Denver, Colo.  
Freeman, F. W., Beaumont, Texas.  
Ford, Simeon, New York, N. Y.  
Furlong, Frank P., Beaumont, Texas.  
Gates, J. W., New York, N. Y.  
Gates, Chas. G., New York, N. Y.  
Gilbert, J. N., Beaumont, Texas.  
Garritt, W. G., Boston, Mass.

# The TEXACO STAR



Facsimile of two original stock certificates of The Texas Company

1. Stock certificate No. 1 issued to J. A. Edson, Denver, Colorado.
2. Stock certificate No. 46 issued to John W. Gates, New York, N. Y.

## The TEXACO STAR

Gale, Loring R., Brooklyn, N. Y.  
Garrison, C. M., New York, N. Y.  
Hopkins, James, St. Louis, Mo.  
Hoyt, Edw. C., New York, N. Y.  
Hoyt, Theo. R., New York, N. Y.  
Hoyt, W. S., New York, N. Y.  
Hoyt, Geo. S., New York, N. Y.  
Horton, Eugene, New York, N. Y.  
Havemeyer, H. O., New York, N. Y.  
Harding, Noah, Ft. Worth, Texas.  
Harris, Gates & Co., New York, N. Y.  
Harris, Geo. B., Chicago, Ill.  
Healy, A. Augustus, New York, N. Y.  
Holmes, R. C., Port Arthur, Texas.  
Hutchins, J. C., Chicago, Ill.  
Horton, James, Middletown, N. Y.  
Harris, J. F., New York, N. Y.  
Healy, Frank, New York, N. Y.  
Jones, S. M., Toledo, Ohio.  
Jones, Morgan, Chicago, Ill.  
Jones, J. E., Jonesboro, Ark.  
Johnson, E. M., New York, N. Y.  
Lapham, L. H., New York, N. Y.  
Lapham, J. J., New York, N. Y.  
Lambert, John, Chicago, Ill.  
Miller, C. S., Pittsburgh, Pa.  
Migletta, A. C., Beaumont, Texas.  
Mollenheuer, F. D., New York, N. Y.  
Munroe, Chester C., New York, N. Y.  
Mitchell, J. J., Chicago, Ill.  
Marshall, E. J., Beaumont, Texas.  
McKie, W. J., Corsicana, Texas.  
McKee, A. Hartup, New York, N. Y.  
Neely, G. H., Beaumont, Texas.  
O'Brien, Geo. C., Beaumont, Texas.  
Oliver, R., Beaumont, Texas.  
Pipkin, L. B., Beaumont, Texas.  
Pipkin, S. W., Beaumont, Texas.  
Prehn, Thos., New York, N. Y.  
Pool, F., New York, N. Y.  
Post, James H., New York, N. Y.  
Plum, Jas. R., New York, N. Y.  
Potter, H. W., Beaumont, Texas.  
Procter, W. C., Corsicana, Texas.  
Peck, Wallace F., New York, N. Y.  
Ray, Jeff D., Corsicana, Texas.  
Rockwell, F. H., Warren, Pa.  
Rudge, Geo., Jr., Youngstown, Ohio.  
Reimers, H., New York, N. Y.  
Rose, Robt. H., Binghamton, N. Y.  
Schlaet, Arnold, New York, N. Y.  
Sharp, W. B., Beaumont, Texas.  
Sewall, Oscar F., New York, N. Y.  
Sewall, Jos. C., Bath, Maine.  
Sewall, Harold M., Bath, Maine.  
Sewall, F. N., Kansas City, Mo.  
Sewall, F. L., San Francisco, Calif.  
Sewall, W. D., Bath, Maine.  
Sloan, J. W., Beaumont, Texas.  
Scott, Henry T., San Francisco, Calif.  
Todd, C. H., Washington, Pa.  
Vail, Geo. A., Orange, N. J.  
Wright, E. G., Pittsburgh, Pa.

Weller, W. M., New York, N. Y.  
Wiess, Wm., Beaumont, Texas.

### Lamentations of an Oil Man

Tax the oil man, tax his wells,  
Tax him where he works or dwells.

Tax his hide and tax his hair,  
Tax his desk and easy chair.

Tax his asses, tax his mule,  
Tax his children if at school.

Tax his paper, tax his ink,  
Tax him if he dares to think.

Tax his essays, tax his books,  
Tax him for his sassy looks.

Tax his smile and tax his frown,  
Tax him if he's up or down.

Tax his pleasures, tax his pains,  
Tax his losses and his gains.

Tax his work and tax his play,  
Tax his income day by day.

Tax his horses, cows and pigs,  
Tax the well-hole that he digs.

Tax his gas and tax his oil,  
Tax results of honest toil.

Tax his pump and tax his tank,  
Tax his money in the bank.

Tax his ship and tax his truck,  
Tax his dog that runs amuck.

Tax his tickets to the shows,  
Tax the glasses on his nose.

Tax his garden full of weeds,  
Tax the meat on which he feeds.

And while his lonely widow grieves,  
Tax the remnant that he leaves.

After all is done and said,  
He's not tax-free when he's dead.

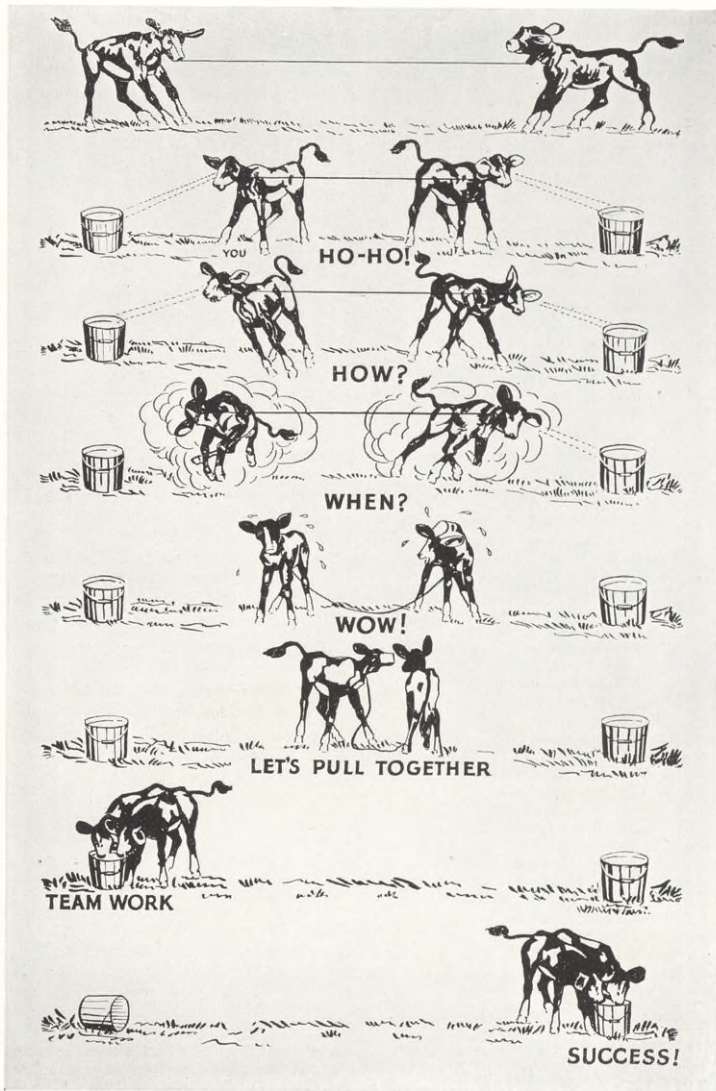
—Reinhold Hekeler and L. C. Oakley.

### Courtesy

A meeting with an old-time Chinese scholar elicited the meditative conclusion: "When all is said and done courtesy remains the most certain proof of the superiority of a civilization. It is the great aristocratic hypocrisy which banishes the obscenity of the human beast and transforms the egoisms and atrocious rivalries of men into an aesthetic spectacle. It scatters precious moments through everyday life like those golden points which gleam in the lustrous surface of lacquer."

—Abel Bonnard in "In China."

The TEXACO STAR



Coöperation

# The TEXACO STAR

## DEPARTMENTAL NEWS

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

Refining Dept.  
 Ry. Traffic & Sales Dept.  
 Marine Dept.

Legal Dept.  
 Treasury Dept.

Comptroller's Dept.

Insurance Dept.  
 Governmental Reports Dept.  
 Employment & Service Office  
 Sales Dept. S. Territory  
 Sales Dept. N. Territory  
 Asphalt Sales Dept.  
 Purchasing Dept.

Export Dept.  
 Producing Dept.  
 Pipe Lines

P. C. Scullin, Houston  
 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  
 L. C. Oakley, New York  
 Carl A. Foss, New York  
 D. L. Lindsay, Houston  
 S. Slattery, New York  
 J. J. Smith, New York  
 E. B. Middlekauf, New York  
 J. E. McHale, Houston  
 J. T. Rankin, Denver  
 J. B. Nielsen, New York  
 Otto Hartung, Houston  
 Fred Carroll, Houston

### REFINING DEPARTMENT

WATER SHIPMENTS BY THE TEXAS COMPANY FROM  
 PORT ARTHUR, TEXAS, MONTH OF JUNE 1928

Refined—Coastwise .....	1,550,794 bbls.
Refined—Foreign .....	347,720 bbls.
	1,898,514 bbls.

**Port Arthur Works.**—An old maxim states that an army travels on its stomach. From the earliest history of mankind it has been recognized that good food regularly con-

sumed is essential. Our industrial army is no exception to the general rule and provision has been made for the feeding of our men both at the plant and in the home.

In 1920 the need of a convenient place to purchase quality goods at reasonable prices made itself known. At that time the employes bonded themselves together and organized the Co-operative Store. Stock was sold at the rate of \$10.00 per share and the store was organized with a capital of approximately \$18,000.

At the end of the first year it seemed doubtful that this enterprise would be a success. The board of directors were not discouraged, however, and, although having very little margin, were determined that the need of the employes would be met. Conditions improved continually and with the increased patronage merited by better service and a wider variety of goods, success seems to have been attained.

G. Winn, the present manager, was installed on May 1, 1926. He has improved conditions, cut the prices, effected savings in purchases and instituted modern merchandising methods to such an extent that the last statement shows a thoroughly sound condition. Total sales during April were \$36,524.32.

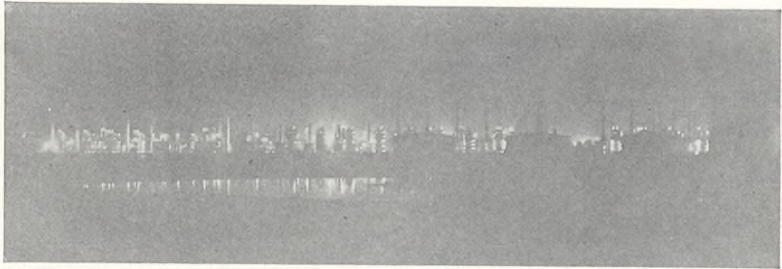
The store is divided into a dry goods department, grocery department, fruit and vegetable department, meat department, tobacco department, and cold drink stand. J. S. Traweck manages the dry goods department and has



Personnel of the Port Arthur Works Co-operative Store

Left to right: H. A. Harris, W. T. Roberts, Jack Chapman, Joe Breaux, Leon Begnaud, J. S. Traweck, Mrs. Earl Bounds, G. Winn, G. S. Belk, William Reid, D. J. Belk, Robert Woods, Noral Craft. Kneeling: Allen Kilgore.

## The TEXACO STAR



Our Port Arthur Works at night as seen by the camera from West Port Arthur Road. Photo by R. E. McNatt, Beaumont, Texas.

turned in a monthly increase in his sales over the past year. All kinds of men's and ladies' garments are for sale. A wide variety of styles is carried with a stock of varying quality to suit the varying needs of the customers.

F. J. Darby is manager of the butcher shop. The installation of mechanical refrigeration, another ice box, and a new meat display case all contribute to make our meat market thoroughly up to date in every way. Quality products are handled and our volume of business likewise reflects the confidence of our customers and their satisfaction in being able to purchase at reasonable prices the kind of meat they desire. The sales have increased each month in this department and it has recently been necessary to add a part time assistant to the regular force.

Mrs. Earl Bounds is in charge of the tobacco department and candy counter. She has found it necessary to add an assistant in the person of Miss Billie Bounds and we assure you that this department is "bounding" along. Capacity business has been the rule and at the present rate of growth the front of the store will need to be pushed out to make room for another tobacco counter. Service and courtesy have paid dividends at this popular counter with an increasingly large number of regular patrons.

Jack Chapman handles the cold drinks, coffee, and hot dogs, *etc.*, in the center of the store. Not to be outdone by the other departments, Mr. Chapman has shown that a larger volume of business each month is the usual thing. This department is deservedly popular at noon and is a popular congregating spot after work hours when a refreshing cup of coffee may be bought.

Under the able direction of H. A. May our fruit and vegetable sales have kept pace with

the other departments. A new refrigerator, cooled mechanically, has contributed much to the recent success of the market, assuring patrons fresh fruits and vegetables.

Mr. Winn, in addition to his duties as manager, handles all details in connection with the grocery department. His supervision of this department is largely responsible for the excellent showing of all departments. A series of specials throughout the store was inaugurated by Mr. Winn on Saturday, May 12, and will be a regular feature during the summer months. These specials are not to be confined to any one department but will be spread throughout the organization. The bulletin board of the store and one of the plant bulletin boards will regularly announce these bargains.

The direction of the affairs of the store is invested in the board of directors. They make a report of their stewardship annually at the stockholders meeting and the monthly progress is shown by means of the published statement in *The Look Box*. Two members of the board are elected annually; two are then appointed by the management, and these four select a fifth. At the present time P. T. Williams is president; P. W. Gauss, vice president; P. H. LaGrone, secretary-treasurer; with Joe Gorin and S. R. Bumann as the other members. Mr. LaGrone is the oldest member of the board and has been in intimate contact with the store almost from its inception. He has contributed materially to its success, giving freely of his time and thought, and, even in the darkest period when it seemed impossible that the organization would pull through, he never gave up the idea that this institution would be of inestimable service to our employes. His vision has finally been rewarded and it appears that the store is now assured of continued prosperity.

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Left: R. C. Holmes, President The Texas Corporation. Right: The six men employed by Mr. Holmes while he was superintendent at Port Neches are, left to right, N. K. Barnette, E. H. Scott, H. W. Markle, J. E. Trussell, J. T. Connell, D. A. Santee.

**Port Neches Works.**—Back in 1906 Port Neches Works, newly added to The Texas Company properties, had a new superintendent, R. C. Holmes, who is now the President of The Texas Corporation.

Quite a number of men were employed on the pioneer ventures of the Sabine District oil industry, now grown to be the largest in the world; but of this number there are six men at Port Neches Works still carrying on the work begun under Mr. Holmes' supervision in those early days, and their pictures, together with one of Mr. Holmes, accompany this article.

The photograph of the "old timers" was taken under the old pecan tree, practically the only reminder left of those days of 1906; and Mr. Holmes, as well as many others, will recognize the faces of these men who helped to blaze the way, literally, through yellow fever, mosquitoes, and all the attendant evils of a pioneer lowland country, for the vast organization the Company has at present.

These men all retain vivid memories of the days when Mr. Holmes was their "boss," and although his cares and responsibilities have multiplied exceedingly, he undoubtedly retains many memories of these veterans who portray the spirit of the organization, faithful service, and ever building for a bigger and better Company with which they have cast their lot.

**West Dallas Works.**—Employees of West Dallas Works observed Saturday, June 9, as Texaco Day. We were glad to have as honor guests several employees of The Texas Pipe Line Company and of the Dallas District Sales Department. The picnic was held in the beau-

tiful grove on the north end of the West Dallas Works property, adjoining the Trinity River. A permanent barbecue pit and brick ovens had been erected and all the previous night Cal McCoy and his helpers had been turning the beef and pork over the pit. As the guests assembled the fragrant odor of burning oak blended with the aroma of coffee and roasted meat to whet the appetite.

About four hundred loyal members of the Texaco family were present. R. G. Collins, Assistant Superintendent of West Dallas Works, presided as toastmaster and introduced the speakers. W. H. Noble, Sales Manager of Dallas District, refused to mount the water wagon which was to serve as speaker's platform. He brought us a message of co-operation, giving the Refining Department credit for producing petroleum products of such high quality that the Sales Department is always able to maintain a high percentage in the territory covered.

Mr. Noble was followed by V. R. Currie, who brought greetings from the management. Mr. Currie spoke especially of the progress being made in decreasing accidents, and appealed to West Dallas Works to hold up our end to make June a month without a disability accident.

C. W. Horan of West Dallas Works was the last speaker, after which the crowd enjoyed a barbecue dinner. The "Eats" Committee, headed by Joe Chandler, put on a grand spread.

Just as the crowd was preparing to leave, a sudden rush of wind gave warning of a coming storm; however, every automobile had reached the pavement before the rain came, causing a

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change in the plans for the evening. The picture show, which was to have been given on the Texaco Hotel lawn, was moved to the Club Room, Mr. Currie showing the pictures, "The Outlaw," and "Resuscitation."

After the picture show, Nina Nolen's Texas Night Owl Orchestra proceeded to pep-'em-up and all hands enjoyed themselves until one o'clock in the morning. John Barry, Chris Johnson, and Joe Chandler served on the Dance Committee. Forty couples were present, in spite of the heavy downpour which continued throughout the evening.

### Railway Traffic and Sales Dept.—



On the Rapid City, Black Hills & Western Railroad, one of the many satisfied users of Texaco Driving Journal Compound "M." This is the only railroad operating through the Black Hills from east to west, and while the actual distance (air line) between Mystic and Rapid City is  $19\frac{1}{2}$  miles, the rail distance is 35 miles—on account of the mountainous character of the territory traversed. The entire 35 miles of this railroad lies in the bottom of Rapid River Canyon, crossing the river 115 times, and its curvature is such that the sum of the curves would make 14 complete circles.

### TREASURY DEPT.

F. F. Beadle of the Credits & Collections Division, Houston office, was a member of the graduating class at the Second Annual Commencement of the South Texas School of Law,

Houston, May 28, winning the honor of Valedictorian. Mr. Beadle was presented with an auto wardrobe trunk by the Credit Department of the Southern Territory as a graduating present. He has the best wishes of his friends and fellow workers.

### SALES DEPT. S. TERRITORY

#### Houston District.—

We wish to commend our commission agent at Kenedy, Texas, T. H. Atkinson, upon an exhibition of courage which we seldom see excelled. While unloading a tank-car of gasoline recently he noticed the dome in flames, and at once rushed for five fire extinguishers. He then climbed on top of the blazing tank-car and managed to subdue the flames without material damage. Mr. Atkinson's son, Marion, also assisted in putting out the flames, and this prompt and courageous action on the part of Agent Atkinson and his son merits our esteem.

We welcome as commission agent at Navasota, Texas, L. A. Millican, who succeeded Mr. Ewing, resigned. Larry Millican was formerly representative, Zone 7, where he was constantly in the limelight due to his good work in the field. Consequently, we are looking towards Navasota Station for a continuance of its good work.

**Dallas District.**—R. T. Shirley and his gang of Oklahoma "Injuns" swooped down on the Dallas Steers in May, got their "Goat" and headed for home. It appears as though R. T. and the gang had been holding heap much pow-wows day and night in order to be able to win out over the Steers as they did. They were surprised that they got away with the Goat and were like the little boy that caught a difficult fly ball during his first important game—they didn't know they had it until they heard applause from the stands and woke up to find themselves astride the Goat. The "Injuns" came through with a "Collection" percentage of 79.18 with the Steers close in pursuit with a percentage of 78.81. Nothing wrong with those percentages. It is fitting to commend the following representatives in the Steer lineup who came through with a high batting average: First place, Zone 6, L. R. Dallam, 94.70%; second place, Zone 3, W. L. Fitzgerald, 90.74%; third place, Zone 18, M. E. Moore, 88.49%.

The Steers feel that a little scalping once in many moons does not hurt so much, that some of the other boys should have a little fun once in a while to keep them from growing stale;

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but they also feel that R. T. and his redskins have had enough fun for a while, so from here on out the Steers are going to hook 'em and see the redskins bite the dust.

**Oklahoma District.**—When Agent A. M. Herringer took over the Jonesboro, Arkansas, Station it had the lowest gallonage of any station in the District. In May 1928 this same station produced revenue exceeded by only three other stations in the District and in connection therewith collected better than 99.50% of the April balances, demonstrating that ability will assert itself in any environment. Agent Herringer, a former creditman, is assisted in operating the business by G. A. Knox, who gave up the banking business to join Mr. Herringer in this enterprise. More power to these two gentlemen.

The three stations outrunning Jonesboro, Arkansas, in revenue were Tulsa, Oklahoma City, and Seminole. Tulsa, of course, maintains they are the metropolis of the universe; in fact, Johnny Wallace almost believes it. However, Oklahoma City will soon show Tulsa that it does not hold the title of the financial center of Oklahoma—neither the metropolis. For years Tulsa has far outstepped other stations, but Oklahoma City is not far behind now in gallonage and was second in revenue, with the Seminole boys bringing up the third position. Competition is the spice of life.

Well, we're glad the other Districts have to call on Oklahoma occasionally for first-class men. Recently Spokane District needed a creditman—where could they find one? Why, in Oklahoma, and Chief Clerk R. R. Jackson was called upon to fill the bill. Everybody regretted to see Nig leave, he being an old timer

Jimmie Sanders, who is known as Tulsa's "combination man," assists everyone at Tulsa Station. He is one of the first to arrive and one of the last to leave at night. We've got it from good authority that he is a very valuable asset around the station. Well, we'll keep our eye on Jimmie and watch him go up the ladder for Texaco.



with the Company, but all feel it is a step up the ladder and that bigger opportunities in new fields await him. Before leaving, employees of the District Office, Oklahoma City Station and Shop, and representatives presented him with a handsome Gladstone bag, traveling kit, and smoking jacket. Success awaits you, Jack.

Our District collected during May 79.18% of the April balances, taking first place in Southern Territory. We also pride ourselves on having taken first place in collection of current credit revenues. The results, by zones, according to new assignments, reflect only one zone to have turned in less than 77% of the April balances during May.

Assistant Creditman J. A. Mugg rushed in and said, "Please, Mr. Editor, don't forget to put in the *Star* about my new baby girl." Yes, folks, it's his first one.

**New Orleans District.**—Our bulk station at Yazoo City, Miss., with R. C. Crout as commission agent, was opened for business on June 6. This station has every prospect of be-



1. R. R. Bacon Service Station, Shreveport, La.—a 100% Texaco dealer for a number of years. Mr. Bacon is distinctly proud of the red star and green T as is evidenced by the beautiful flower garden maintained in front of his service station and the arbor of roses encircling the metal day sign.

2. More Mileage Station, Jennings, La. C. E. Stackhouse, proprietor of this newly acquired Texaco station, operates the most up-to-date service station in his section of the state.

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ing a great success. It is located in a section of the State that has always been partial to Texaco products, and with Mr. Crout's affiliations and connections it should prove very profitable to both Mr. Crout and the Company.

R. A. Knight, special representative from the Chicago District, headquarters at St. Louis, Mo., after three months of successful special work in the New Orleans District on lesser built service stations, has returned to his home in St. Louis. Through Mr. Knight's diligence and efforts, New Orleans District is in line to secure some twelve to fifteen up-to-date stations within the next year, and we wish to compliment Mr. Knight on his exceedingly good work. His visit was not only beneficial but pleasant and we trust "Red" will often come back to the Sunny South.

Effective May 1, 1928, R. Q. Roseberry was appointed Representative of Zone 1 vice G. D. Bentley, who was transferred to the Export Department. We extend a hearty welcome to Mr. Roseberry, who was formerly a representative at Houston, Texas.

**Florida District.**—On Tuesday, June 12, a representatives' meeting was held in the office of District Manager B. E. Robertson at



Live Oak, Florida

Commission Agent W. L. Tedder and Mance Kinley, employe. Mance has the reputation of being the first employe in Florida to represent Texaco products. Approximately 15 years ago, when gasoline was shipped to Florida from Charleston, S. C., C. E. Jones opened a service station at Live Oak, placing Mance in charge. He has been constantly employed at that point ever since. There are many customers in Live Oak who will not let anyone but Mance service their cars because they know he can be depended upon to do the job right. Agent Tedder is one of our best agents and in his three years of service has, with a very few exceptions, made 100% collections each month.

Jacksonville, Florida. We had the pleasure of having with us Assistant Manager J. S. Leach of Houston, District Manager J. S. Jones and Ass't District Manager H. T. Wood of Atlanta. Mr. Leach made mention of the marked improvement shown by the District since his last visit, and his remarks were indeed very encouraging. Entomologist T. P. Remy offered some excellent suggestions concerning the marketing of Texide. It is felt that much good will be derived by all as a result of the meeting.

During the month of May, 45 out of Florida District's 62 stations collected their "A" accounts 100%. This makes Florida District a dangerous contender for first place. The "Gators," under the management of Creditman Brophy, intend bringing the Goat back to the land of its birth—and that very shortly.

The Texaco Athletic Club held its initial golf tournament of the season on Sunday morning, June 10. District Manager B. E. Robertson won low net honors with a brilliant 77, gaining the handsome silver trophy. The trophy is to remain in his possession until the next tournament to be held in about four weeks, when he will have to demonstrate his ability again or relinquish it. The trophy will come into permanent possession of the player winning it three times.

Assistant Agent W. S. Gilliland, Pensacola, Florida, asked for and received a week's leave of absence. He then migrated to Hollywood "By the Sea" taking unto himself Miss Rita Ashard of Hollywood as his wife. We express sincere best wishes to them.

### Arnold L. Taylor

Winner of one of the Buren wrist watches awarded by The Texas Company in the Dealers Educational Campaign. Mr. Taylor is employed at the S & S Filling Station, Vero Beach, Florida. He is well informed on Texaco products, as has been proved, and is a believer in community-trade solicitation.



**Atlanta District.**—District Manager J. S. Jones disappeared from his office about June 10 and reappeared later in the week. One of our amateur "Sherlocks" drew the conclusion

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that Mr. Jones had been to Florida, his deductions having been based on evidences of sunburn and wind exposure. When interviewed about the matter, Mr. Jones stated that he had attended a meeting of representatives of Florida District in Florida District Manager B. E. Robertson's office on Tuesday, June 11. He enjoyed the meeting very much and is always glad of a chance to visit Florida.

After an absence of several months, Superintendent of Motor Equipment H. E. Spear appeared in our District Office on June 18. A meeting of motor inspectors was called for the 19th and lasted through the 21st, Mr. Spear presiding. Every phase of motor equipment operation was brought out in the open for analysis and discussion.

We extend to Lubrication Engineer W. L. Heinz our deepest sympathy for the loss of his father on May 27.

There are smiles and smiles and still other smiles, but H. W. Barbour, stenographer, appeared at his desk May 23 wearing the "smile unmistakable." The little daughter has been christened Millicent Eugenia, and Mr. and Mrs. Barbour are receiving the congratulations of their friends.

**SALES DEPT.**  
**N. TERRITORY**  
**New York District.**—  
The following telegram sent by Salesman T. B. Swennes from Rochester, N. Y., on June 15, 1928, to District Manager W. L. Kallman, shows the increasing popularity of Texaco:

DOYLE GASOLINE AND OIL COMPANY OPENED WITH NEW AND BETTER TEXACO GASOLINE THIS

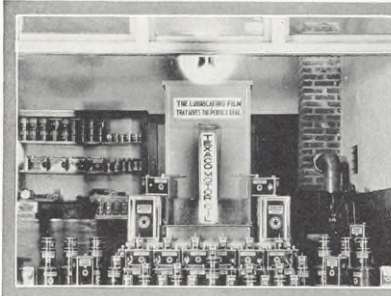
MORNING. ROCHESTER TEXACO WILD. PENNANTS AND BANNERS WAVING AT THIRTY NEW DEALERS FORTY FIVE ADDITIONAL OUTLETS NEXT THREE WEEKS. OVER TWENTY FIVE THOUSAND GALLONS DELIVERED TO DEALERS PAST FORTY EIGHT HOURS. MOTORISTS DELIGHTED. CONSUMERS INCREASING. IT'S A BANG UP PUSH OVER.

T. B. SWENNES



Syracuse, N. Y.

New lease and license station at James Street and North Townsend Avenue. During the first five days after its opening, this station sold approximately 23,000 gallons of gasoline, a remarkable record. The station is owned and operated by Frank J. Flood.



Two attractive Texaco window displays in Utica, N. Y.

1. Window display of C. W. Bateman, Licensee, cor. Park Avenue and Elizabeth Street. Sales have increased daily at this downtown service station since this display was installed and many new customers have been secured.
2. Window display of National Auto Supply Company, cor. Broad and Genesee Streets, located in the heart of the city. This is a 100% Texaco customer and they recently placed with us a large order for case goods. The stock is moving fast and these people are doing a splendid business.

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North Arlington Texaco Service Station No. 9, Baltimore, Md.

This station, on Reisterstown Road and Strathmore Avenue, is operated by Licensee Maurice B. Caplan. Mr. Caplan was the winner of the watch in the recent Dealers' Educational Campaign.

**Norfolk District.**—Our very progressive representative at Elizabeth City, N. C., Miles C. Clark, who is also one of the most popular men in eastern North Carolina, does not stop selling when he has most of the potential business on refined, lube, and grease products; he also pushes to the limit the sales of roofing and asphalt. His zone is out in front on roofing sales, and now we learn that the streets of Elizabeth City, Hertford, and Edenton are paved with Texaco asphalt—27 miles in all—which makes them all Texaco towns.

**Minneapolis District.**—Twin Cities Station is again breaking records in a manner which is characteristic of that station. In 1927 Twin Cities put out one million gallons of gasoline in August, establishing a record. In 1928 they put out one million gallons in May—or just three months earlier.



Home Oil & Gas Company, Cedar Rapids, Iowa

The pleasant looking gentleman at the left (standing directly behind the automatic air stand) is F. R. Whitney, proprietor. This company is one of our best distributors in Iowa.

**Denver District.**—Representative J. W. Huff of Denver was successful in securing an unusual piece of business recently. He closed a contract with the Rocky Mountain Fuel Company, of Denver, involving thousands of dollars, which covered several coal mines in Colorado just north of what are known as the Lignite Fields.

Miss Dorothy Lockwood, daughter of Lubrication Engineer R. C. Lockwood, Denver District who won a silver cup for high scholastic attainment and prominence in all-around activities as a freshman at the Colorado State Teachers College, Greeley, Colorado.



### ASPHALT SALES DEPT.

The airports of the country offer an excellent market for Texaco road surfacing materials, which provide a smooth, firm, water-proof surface for departing planes. The first two airports to employ a Texaco surfacing material for this purpose are the Lambert Field, St. Louis, Mo., and the airport of Islip, Long Island, N. Y. E. D. Sherrick and A. A. Russell, respectively, were responsible for the use of Texaco by these airports.

The visits to the New York office of Dallas District Manager A. D. Stivers are few and far between. It was certainly a pleasure to again

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meet the Colonel face to face. Perhaps when aviation has progressed further, we shall see a little more of him.



"Miss Texaco"

Photographed at the Gymkhana recently held by the Harley-Davidson Motorcycle Club at Johannesburg, South Africa.

### EXPORT DEPT.

After a short visit to New York, C. H. Parker has returned to Paris to resume his duties as Supervisor of Technical Service for Europe.

A. E. Ernst sailed from New York on May 19 for the West Coast of Africa where he will assist our agents in that territory.

O. Guelcher sailed for Rio de Janeiro on May 19 to relieve H. A. Lampman, General Auditor of The Texas Company (South America) Limited, who has been granted leave of absence.

### PRODUCING DEPT.

The Calloway Rogers Lease covers 130 acres in the south-east quarter of Section 5-9N-5E in Pottawatomie County, Oklahoma, and is accordingly in the Earlsboro Pool of the Greater Seminole Area.

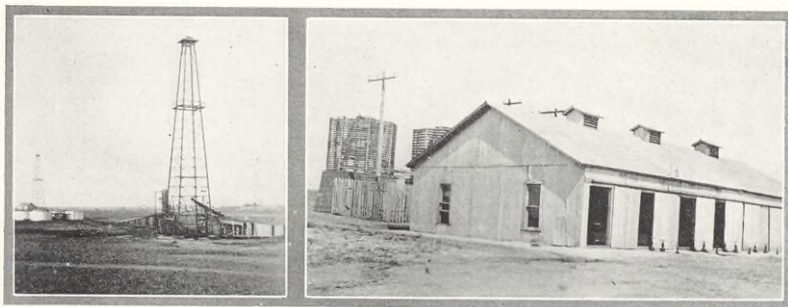
Approaching development required the starting of operations on this lease and tools were moved in and drilling commenced on Well No. 1 in the southeast corner of the lease on May 11, 1927. Rotary tools carried the hole to 3681 feet at which point the eight-inch casing was set and cemented and rig standardized. In due course of time the Viola lime was encountered at 4250 feet and the six-inch casing landed at 4263 feet. On July 9 the Wilcox sand was reached at 4352 feet, and at one foot in sand the well flowed 750 barrels the first seven hours. The next 24-hour period saw 3690 barrels of "liquid gold" flow into the tanks, and the next day 4250 barrels; following which a small decline in the production was noted, and on July 16 the well, at a total depth of 4373 feet, was shot with 20 quarts, after which it produced 7500 barrels in the following fifteen hours, and 11,320 barrels in the next 21 hours, or at the rate of 540 barrels an hour. From July 9, 1927, to April 30, 1928, the Rogers Lease has enriched The Texas Com-



"Texaco popularity in China"

The China Garage, located on the principal street of Shanghai. The conspicuous Texaco window display is an outstanding advertisement for the popularity of Texaco products in that part of the world.

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1. Calloway Rogers Well No. 1 ("The Wonder Well of the Seminole Area") in Section 5-9N-5E, Earlsboro Pool, Seminole Area, Pottawatomie County, Oklahoma. From July 9, 1927, to March 18, 1928, this well had a natural flow of 1,435,742 barrels. It was then put on air lift, and from the date it was brought in to April 30, 1928, the well produced 1,563,060 barrels and is still flowing on air at the rate of 2961 barrels a day.

2. Air plant on the Calloway Rogers Lease. This plant is now furnishing the lifting power for the oil from "The Wonder Well of the Seminole Area." The end of the building nearest the reader is a portable installation and may be taken out for the lengthening of the building and installation of additional blowing equipment, and then replaced in a short time.

pany to the tune of 1,858,998 barrels of oil, the most interesting feature of which is that 1,563,060 barrels of this came from the No. 1 well, an average of 5262 barrels per day, and the remainder from the other three producing wells on the 130-acre tract, making the No. 1 well by far the largest producer yet drilled in the Seminole Area.

Not all of this production was received from natural flow, however. Experience having taught that these wells had the bad habit of ceasing to flow on a moment's notice, equipment was installed and connected up for application of air lift almost immediately after completion of the well. Running true to form but delaying the agony for a considerable period of time, the "Wonder Well" went dead on March 18 after having a natural flow of 1,435,742 barrels. Air was immediately applied and since that time the well has averaged 2961 barrels a day, and is still producing at that rate at the time this is written.

This is the record which the Oklahoma-Kansas Division will produce if anyone sees fit to argue with them as to the justification for having named their Calloway Rogers No. 1 "The Wonder Well of the Seminole Area."

### PIPE LINES

A. M. Donoghue, Vice President of The Texas Pipe Line Co., and O. R. Burden, Superintendent of the Wichita Falls Division, were recently traveling by automobile from Wichita Falls to Panhandle, Texas. About 7 o'clock in the

evening motor trouble developed forcing them to stop. After trying for an hour to make repairs they were unable to get the car to run, and in the meantime a heavy rainstorm came up accompanied by thunder and lightning. They were about ten miles from Memphis, Texas, and in order to avoid remaining on the road all night they attempted to have some passing car tow them into Memphis; but on account of the late hour and condition of the weather, very few cars passed at that time. After some delay the headlights of a car approached in the distance, headed toward Memphis. As the car approached, they stepped in the middle of the road and attempted to stop it. The car slowed down and passed them by for a short distance and then came to a stop. They asked the occupants of the car to take them into Memphis, which the driver consented to do. After boarding the car, the driver said that on account of the danger of being stopped by high-jackers on the road at night he did not want to take any chances, but when he noticed the Texaco trade-mark on the side of their car he stopped, knowing he was perfectly safe in doing so. Mr. Burden remained with the car while Mr. Donoghue went to Memphis and returned with another car which towed them into town.

The Texaco trade-mark, as we all know, stands for quality, service, and many other things, but in this case another virtue may be added to Texaco—that is a protection on the highway.



## 2500 *new* Texaco Stations and Dealers on the Pacific Coast

The Texas Company announces complete distribution for the Pacific Coast States. 2500 *new* Texaco Stations and dealers—from Canada to Mexico—from the Rocky Mountains to the Pacific—now sell the *new* and *better* Texaco Gasoline and clean, clear Texaco Golden Motor Oil.

This has been accomplished through the consolidation of the California Petroleum Corporation with The Texas Company. Today motorists of every state, from coast to coast, can find, under one familiar trademark—the Texaco Red Star with the Green T—the same uniform products and uniform service.

At home or "abroad"—in Maine or California, in Washington or southern Florida—everywhere they may enjoy the superior performance so characteristic of Texaco. The familiar sign of the Texaco Red Star with the Green T is on every highway.

THE TEXAS COMPANY, TEXACO PETROLEUM PRODUCTS

# TEXACO

The *NEW* and *BETTER* CLEAN, CLEAR, GOLDEN  
GASOLINE ~ MOTOR OIL

The talent of success is nothing more than doing what you can do well, and doing well whatever you do without thought of fame. If it comes at all it will come because it is deserved, not because it is sought after.—*Longfellow.*