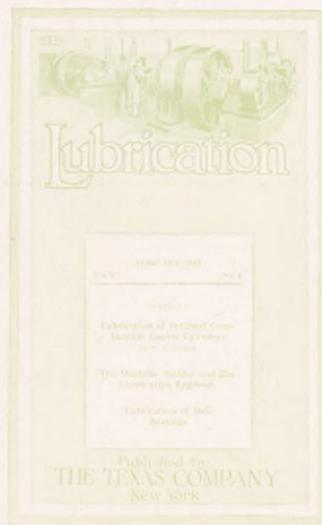


# TEXACO STAR



FOR EMPLOYEES OF THE TEXAS COMPANY



Published  
Monthly  
in the  
Interest  
of  
Efficient  
Lubrication

## WAR ON WASTE

ONE of the resultants of the mobilization of our industries is a nation-wide war on waste.

If prosecuted intelligently, this war on waste will not be manifested so much by close buying as by better buying.

Now, if ever, we have an opportunity for proving our wisdom in buying those goods which are economical because of their inherent quality.

TEXACO LUBRICANTS are in this class.

They have always deserved selling on this basis.

Talk Quality

Tell how Texaco Quality Reduces Waste

## LUBRICATION

The Texas Company, 17 Battery Place  
New York



## SOMEWHERE DOWN THE LINE

I SING of a great Army,  
The Rank and File—

A Multitude of busy workers, Toilers at the forge, the transit,  
Somewhere Down the Line,  
But coming up, steadily coming, pen over ear,  
Hand on the throttle, fingers at the key;  
Solicitors, foremen, truckers, men with  
Regulation cap and step of pride with an air of confidence;  
Men in laborer's attire,  
Hands callous from playing with pick and shovel;  
Stenographers, office boys, cashiers—

All with a purpose, something to win;  
Eagerness in every glance, Earnestness in every action;  
Some with limited view, yet willing;  
Others prophetic in mental vision, clear eyed, clear brained,  
Men with capacity to grasp and shape the Future to the  
Needs of Coming Events.

Among this heterogeneous crowd are  
The Future Officers of this Company,  
The men who are to elbow their way to the Front;  
Not all, for the inexorable law,  
Survival of the Fittest,  
Must prevail, as Nature has decreed.

There are vacancies not far ahead to be filled by  
Some one Down the Line now in training.  
There is a goal to reach, a prize to win.  
The Obstacles are there in waiting, the hurdles are set.  
If the award for service be Wherewith to Live,  
It is more, it is also the  
Supreme Satisfaction in Achieving, the Zest, the Charm of  
Coming out Ahead.  
Easy? Not these days!  
Things easy to Accomplish are not worth while.

—E. W. D.

*Milwaukee Railway System Employes' Magazine.*



Since the advent of the new trucks at Port Arthur Works many efficiencies have been introduced—Formerly a tank such as this would have been moved by a gang of men or by a team pulling on a fall line—The truck not only pulls the tank along as fast as rollers can be set under it but also carries all the extra blocks and tackle and jacks necessary for the job

# TEXACO STAR

VOL. V

MARCH 1918

No. 5

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF  
THE TEXAS COMPANY

*"ALL FOR EACH—EACH FOR ALL"*

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ADDRESS: TEXACO STAR, 401 THE TEXAS COMPANY BUILDING, HOUSTON, TEXAS

CHAUNCEY F. LUFKIN died at his home in Lima, Ohio, on February 22, at the age of 84 years. His son, E. C. Lufkin, President of The Texas Company, was at the bedside.

There is sorrow and sadness, even apart from the severance of ties of blood and friendship, in the passing of one who through years of thought and action has well nigh brought to perfection the intellect and character of which there was mere capacity in the beginning. Here was a man of extreme age, and none of his days had been wasted. His mind was a storehouse of knowledge. Yet he was unassuming. He did great things without noise or boasting. And moving among his fellows he quietly endeared himself to all who knew him. Few men had a wider acquaintance or more friends.

Prior to his retirement from business, a number of years ago, Mr. Lufkin was in charge of producing ventures of the Standard Oil Company in various parts of the world. He was its world expert, and among his achievements was the discovery and development of the great Roumanian oil fields.

Besides the son, there survive a widow and a daughter, the latter being Mrs. W. J. Kaula of Boston.

\* \*

The net number of stars for The Texas Company's Service Flag as of January 1, 1918, was 1,130. The net number of stars for February 1, was 1,202.

\* \*

An extensive article describing the comfortable and attractive homes and the in-

dustrial development of Port Neches, "The Texas Company Town," appeared in the *Beaumont Enterprise* for February 22, written by its Staff Correspondent L. P. Head. The article was highly appreciated by all concerned. The Texas Company in all of its enterprises and responsibilities strives to make *improvement* its constant business, and we are glad to know that a discriminating critic of living and working conditions deems "this town of the Red Star and Green T" to be "in truth a star town."

\* \*

In 1917, in the United States, more miles of railroad were abandoned than were built,—a condition never before experienced since railway building began in this country in 1831. Poor business management may have been a contributory cause in some cases, but reckless abuse of law-making powers and unintelligent regulation by discretionary tribunals have been the main causes. *The Railway Age* reported for the year 1917:

There were 451 miles of railroad actually taken up or in process of being taken up and sold for junk. In addition, there were 491 miles of road on which operation was abandoned and 396 miles of road which the owners had asked permission from State commissions or legislatures to abandon. . . . The list is pretty surely incomplete, even for all roads that have actually been abandoned; neither does it show some very important roads which the owners wish they could abandon. . . . There has been no lessening in the need for transportation, and yet after years of hanging on, in many cases, the owners of over 1,300 miles of railroad have decided to quit. . . . The present high price of old rails, scrap iron, etc., is a contributing factor, but only in a superficial sense. It is no real underlying cause of the final abandonment of hope.

# TEXACO STAR



Ships loading or in turn at the docks of The Texas Company, Port Arthur Terminal

## POR T ARTHUR AS AN OIL PORT

Shipments of petroleum products by water from Port Arthur, Texas, in 42-gallon barrels:

YEAR	COASTWISE	FOREIGN	TOTAL
1901	202,257	64,831	267,088
1902	3,535,786	619,072	4,154,858
1903	7,810,457	519,882	8,330,339
1904	9,675,660	857,685	10,533,345
1905	9,348,467	1,233,334	10,581,801
1906	9,276,167	1,403,422	10,679,589
1907	7,471,131	1,320,612	8,791,743
1908	5,532,285	2,669,659	8,191,944
1909	7,701,838	4,134,805	11,836,643
1910	7,521,194	3,060,061	10,581,255
1911	8,688,104	3,089,243	11,777,347
1912	9,822,149	3,297,475	13,119,624
1913	12,785,409	5,659,738	18,445,147
1914	17,442,127	8,517,592	25,959,719
1915	18,944,238	12,298,218	31,242,456
1916	23,415,875	9,499,628	32,915,503
1917	34,324,894	7,087,614	41,412,508

A part of the quantities shown as coastwise were reshipped from Atlantic coast points to foreign ports.

\* \*

At heart nearly everybody is a collector, even though he has never developed the hobby. Given a thrift card and one stamp he will not be content until he has filled all of the squares.—*The Annalist*.

\* \*

If your work does not develop your character it is time you changed the character of your work.

## CRUDE OIL PRICES AT WELLS

March 1, 1918

Pennsylvania	\$4.00	Healdton	\$1.20
Mercer Black	2.23	De Soto	1.90
Corning, O.	2.85	Crichton	1.50
Cabell, W. Va.	2.77	Caddo Light	2.00
Newcastle	2.23	Caddo Heavy	1.00
North Lima	2.18	Vinton	1.35
South Lima	2.18	Jennings	1.35
Indiana	2.08	Spindletop	1.40
Princeton, Ill.	2.22	Sour Lake	1.35
Illinois	2.22	Batson	1.35
Canada	2.58	Saratoga	1.35
Somerset, Ky.	2.60	Humble	1.35
Ragland, Ky.	1.25	Goose Creek	1.35
California Light.	1.31	Corsicana Light	2.00
California Heavy.	.98	California Heavy	1.05
Wyoming	1.15	Petrolia	2.00
Kansas and Okla.	2.00	Electra	2.00
Cushing	2.25	Markham	1.35

\* \*

As Others See Us.—When we talk about absent friends and acquaintances, we really talk about ourselves. That is, what we say gives an observant listener insight into our character.

This is something many persons never appreciate. If they did, they would be decidedly more prudent in their speech. They would not indulge in petty gossiping and persistent 'knocking'. For they would reflect: "My carping criticisms show that I am of a small nature. They betray that my mind is not on a high plane. They suggest that I harbor ungenerous rather than generous thoughts. Perhaps, moreover, they indicate that I am envious and jealous, resentful of the superiority of the person whose foibles I so bitterly deride."

The constantly unkind in speech are usually those who have failed to make the most of their opportunities. The constantly generous are those manfully winning their way through life.

—H. Addington Bruce.

Blessed is he who keeps his troubles to himself.

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We are not going to be made over in this war, but we shall have a new grasp on realities. Is it too much to expect that we shall have a saner attitude toward business, toward the necessary activities which afford the basis of progress? . . . Can we not learn to distinguish the real evils from the bogies of the imagination? I hope that the days devoted to the application of the uncertainties of such statutes as the Sherman Act are numbered. What an absurdity it is to find that the very cooperation which the nation finds necessary for its own economic salvation under the strain of war is denounced as a crime in time of peace? Let our legislatures free our statute books of cant. Let us give honest business—fair and reasonable cooperation, fair and reasonable organization whether of business or of labor—a broad field and permit the enjoyment of the essential conditions of efficiency in the coming days of peace in the interest of the common prosperity. May we hope that through this war we may learn how to regulate and not destroy, how to open the door to American enterprise here and abroad under rules of public protection which can be known in advance and which reason can approve. . . . I do not look to the period after the war with an undue optimism. I think that our real progress will still be slow. But I do expect a better adjustment of legislation to the facts of life.—Charles Evans Hughes.

Do a little growing today: get in contact with someone whom you deem your superior.

“It is bitterly cruel to wound love because it is great enough to forgive.”

No artist work is so high, so grand, so enduring, as the making of noble character in a child.—Charlotte Cushman.

### OUR COUNTRY'S NEED

We want women, strong of soul, yet lowly,  
With that rare meekness born of gentleness;  
Women whose lives are pure and clean and holy;  
The women whom all little children bless.  
Brave, earnest women, helpful to each other,  
With finest scorn for all things low and mean;  
Women who hold the names of wife and mother  
Far nobler than the title of a queen.  
Women who do not hold the gift of beauty  
As some rare treasure to be bought and sold,  
But guard it as a precious aid to duty—  
The outer framing to the inner gold;  
Women who, low o'er their cradles bending,  
Let flattery's voice go by and give no heed,  
While their pure prayers like incense are ascending;  
Be these our country's pride—these are our need.

—Ella Wheeler Wilcox.

Just as surely as our faces are hardening into a certain expression, ugly or pleasant, and our bodies are moving toward a certain condition of health or disease, so surely are our souls moving toward a certain type of character.—Henry Van Dyke.

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### CHARACTER

He does well who guards the door of his heart, who keeps the springs of character from pollution, who builds up in strength and beauty the sources of life. Ideals, aspirations, secret thoughts, imaginations, habits, and companionship determine character, and character is destiny.—Henry F. Cope.

These are the gifts I ask of thee, spirit serene—  
Strength for the daily task;  
Courage to face the road;  
Good cheer to help me bear the traveler's load;  
And for the hours of rest that come between,  
An inward joy in all things heard and seen.  
These are the sins I fain would have thee take away—  
Malice and cold disdain;  
Hot anger, sullen hate;  
Scorn of the lowly, envy of the great;  
And discontent that casts a shadow gray  
On all the brightness of a common day.

—Henry Van Dyke.

### LIFE WISDOM

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

—Benjamin Disraeli.

Sincerity is impossible unless it pervades the whole being; and the pretense of it saps the very foundation of character.—Lowell.

Nothing is more noble, nothing more venerable, than fidelity. Faithfulness and truth are the most sacred excellences and endowments of the human mind.—Cicero.

There is nothing more to be esteemed than a manly firmness and decision of character.—Hazlitt.

Never esteem anything as of advantage to thee that shall make thee break thy word or lose thy self-respect.

—Marcus Aurelius.

Little things are little things; but faithfulness in little things is something great.

—St. Augustine.

Silence at the proper season is better than wisdom, and better than any speech.

—Plurarch.

There are some silent people who are more interesting than the best talkers.

—Disraeli.

Whoever will be free must make himself free. Freedom is no fairy's gift to fall into a man's lap. What is freedom? To have the will to be responsible for one's self.

—Stirner.

Liberty means responsibility. That is why most men dread it.—G. B. Shaw.

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### THE PETROLEUM INDUSTRY

Response by Arthur Lefevre as guest of Lions Club of Houston, Texas, at luncheon, Feb. 26, 1918

I was invited to say something about "petroleum and its products," but to adopt that subject exactly would imply some special or technical knowledge of it. It will better comport with my limited ability merely to make a few remarks on the petroleum industry from the standpoint of business philosophy.

In regard to the vital importance of the petroleum industry in our present state of war, it would be superfluous to speak. The necessity for abundant supplies of gasoline and fuel oil and of equally indispensable lubricants is apparent. To enumerate other products of petroleum less imperatively needed (for instance some are required in surgery and medicine) might be interesting, but would not be a suitable occupation of the few moments at my disposal. It is enough to say that the petroleum industry must operate with unhampered energy, or disastrous consequences must be suffered by the commonwealth.

The petroleum business is a very big thing and it behoves us all to think about it in big comprehensive ways. The business is big not only in the sense that agriculture is bigger, but also because its natural conditions render it an extremely hazardous business except for investments of capital large enough to allow the laws of averages to apply to its ventures. To dig one well for oil is a bet; to dig a hundred is a business, provided the locations be chosen by a staff of competent scientists.

The two fundamental natural peculiarities of the petroleum industry inhere in the facts, (1) In the deposits of petroleum which can as yet be profitably exploited the oil is in a fluid state, (2) The primary means of transporting crude oil. The far reaching consequences of these facts, especially under the laws of this country, ought to be more generally appreciated.

Crude oil in nature's reservoirs is migratory. Coal is fixed in position; one miner can not take it from ground belonging to another. The owner of one oil well draws from the same supply that is tapped by all adjacent wells. In this country producers have not been allowed to deal with this nature-established condition so as to conduct their business in reasonable accordance with economic conditions. They

would have been punished as criminals if they had "conspired" to adjust production to demand and means of storage. On this account, often in the past, every well in a field has been allowed to flow or been pumped frantically at times when the consumer's demand has not called for one-half of the output. A producer had only the choice of selling for "a song" for extemporized wasteful storage, or letting the "other fellow" drain his well.

The petroleum industry is peculiarly distinguished by the mode of transporting its crude material. As soon as the smallest adventurer, wildcatting on the verge of an oil field, strikes oil, he will within the next day or two see the line crew of the nearest pipe line laying pipe to meet his little supply. Thus all tributaries, large and small, are added together and combine to fill the great arteries whose throbbing pumps day and night drive the main streams to distant refineries and seaboard terminals. The pipe line has been the main factor in the enormous development of the oil business. The great trunk lines, with their feeder lines from every point of production, give a surpassing promptness and completeness to the transportation service for this industry; but of course this has greatly increased the need for capital in the business and its hazards of depreciation and loss as fields are depleted.

Another essential condition of the petroleum industry, although shared by several other great businesses, distinguishes it from most. Ordinary manufactures can be safely conducted without concerning themselves directly with the production of their raw material. A cotton factory does not need to own or control cotton plantations; a shoe factory is safely established without connection with cattle ranches. On the contrary, no large amount of capital could be safely invested in saw mills which did not own or lease timber bearing lands, or in iron foundries which did not control ore lands. Likewise, an investment of many millions in oil refineries and tank steamers and marketing terminals and stations would have an exceedingly precarious basis unless complemented by producing and pipe line departments or subsidiaries. This fact has always been recognized. Until recently

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the State of Texas was the only government in the world which did not permit a corporation chartered by it to manufacture, transport, and market petroleum and its products and also to produce crude oil. Just one year ago the Legislature of Texas at last corrected the long neglect of its predecessors, and now a company having a Texas charter can conduct its share in the vast petroleum industry on a basis as safe as if it were incorporated elsewhere.

Time will not permit us to consider any peculiarities of the business of an oil company which should guide in applying to it the general principles of organization and administration. I can only indicate, as I have already implied at one point, that what is termed "staff organization" is better adapted to such a company than "line organization." In a "line organization" the manager of each division is assumed to be competent to decide questions of every sort as they arise within his jurisdiction. In a "staff organization" the line officer retains all power of command for action, but he is held responsible by the supreme directors and impelled by the spirit of such an organization to make no decision in certain spheres without the concurrent advice of the appropriate staff officers. For instance, the manager of a producing district alone can order the digging of a well, but he would not locate any well except as advised by the staff geologists, who in their turn are held responsible for the quality of their advice as proved by a sufficient record. Similarly the manager of a refinery determines and standardizes the products he will make in accordance with the advice of chemists, and after consultation with the selling department.

The man who confines his interest and thought to one department of a complex business fails to develop a rich source of power and usefulness. This is especially true in a time when so many matters are referred to popular voting which in their nature ought never to be voted on at all. It has been truly said, "there is nothing more frightful than an active ignorance." Every man employed in any "end" of the oil business (if only because men in other businesses will talk to him so much about it) ought to understand his business at large sufficiently to correct any seriously erroneous assertion or surmise concerning it. For example, erroneous impressions have been unintentionally conveyed in the

publication, without sufficient explanation, of the finding by the Federal Trade Commission as to the cost of gasoline. What the Commission found was the cost to the refinery. They called it "representative cost" and proceeded to compare it with retail prices. Granting as a fact the cost found at the stage chosen by the Commission, a fact is not the truth unless understood in its true relations. Under "scare" headlines thousands of newspaper comments have rung their changes on the extortion revealed by the Commission's report. It ought to be plain to everyone not totally ignorant of business that between the Commission's "representative cost" and retail price lie all the costs of transportation and marketing, overhead expense, losses, depreciation, and the necessary profit for invested capital. Considering their total cost and the risks and heavy investments required, the staple products of petroleum, among all articles of general consumption, have the lowest prices.

The petroleum industry, gentlemen, may face with pardonable pride its record in this soul-trying war of ours. They freely gave their tank ships to the Government at its own price before any law required them to do so, and their products have been sold to the Government in vast quantities at unnamed prices to be fixed by the Government at its leisure and without recourse.

No one is able without thoughtful study to understand anything that *grows*, anything that is the result of organization. Only the student of biology knows what a miracle it is that an oak from an acorn grows. Others take the marvel as a matter of course, or see no mystery at all. In like manner, a great organized industrial enterprise is too generally regarded as a simple inert thing that may be tinkered at without injury, according to shifting whims or precipitate notions.

I am reminded of the story of a versatile genius who failed in his attempt to remedy the situation when the electric lights in his house went out. Being unable to get at once the services of an expert to restore the broken connection with the power station, he detached the batteries from his door bells and connected them with the feed wire for his lights. But no light resulted. The next day an expert came to remedy the trouble and noting the expedient adopted by the householder, remarked: "Don't you know it takes 500 times as much power to produce light as it takes to make noise?" As our own George Bailey has put it: "What humanity needs is greater voltage in its thinking machinery and less honking on the part of its vociferator."

## TEXACO STAR

### ON TELEGRAPHING

J. B. NIELSEN

CODING DIVISION, EXPORT DEPARTMENT

As many of the important questions pertaining to the activities of our Company are handled more or less by telegraph, a brief discussion of this important adjunct to modern business organizations may not be out of place.

Our standard form used for translations of domestic telegrams bears the notation: "Do not use wires for business that can wait for the mails." This is an important point to bear in mind, not only for the sake of economy, but because a letter can invariably be made more explicit and clearer than it is possible to make a telegram. Undoubtedly there is a good deal of money wasted and trouble occasioned through the neglect of some persons to give the best possible attention to mail matters, as well as through failure to transmit by mail information or instructions the necessity of which could be anticipated.

When it is necessary to telegraph, the wires should be used freely. There is no doubt that The Texas Company's administration approves of a judicious use of the telegraphic facilities without which no large modern corporation could advantageously carry on its business.

When sending a telegraphic message the necessity of making it clear and explicit cannot be too strongly emphasized; there is nothing more irritating than to receive a sometimes sorely awaited message which is incomplete as to the information or instructions it should contain or ambiguous in its phraseology. Such messages are trouble makers and often create a bad impression which it may take many intelligent acts on the part of the sender to remove; the tendency is to blame the sender for not making himself clear rather than to blame the recipient for his failure to grasp the points involved, although the fault may sometimes, in part, be with the latter. For the sake of clearness, it is often necessary to punctuate telegraphic messages; generally the word "stop" is used in place of punctuation marks in straight English messages; the same word may be used in coded messages unless proper punctuation marks can be coded to advantage.

Clearness and explicitness is not necessarily synonymous with long messages;

often the man of few words is the most efficient, and his telegrams will generally be found to say just enough without using unnecessary verbiage. Conciseness is a virtue in telegraphing, because it does away with unnecessary expense and counteracts that most contagious disease known as extravagance, which, by the way, is generally hardest on those who spend other people's money. "Monkey sees, monkey does," as the saying goes; if you waste money in telegraphing, others are likely to do the same not only in telegraphing but in other ways.

Proper clerical handling of telegrams and cables is of much importance, and care should be taken to see that persons who have charge of this work are familiar with the details and requirements concerning it; for instance, they should know:

The different classes of service available, times of the day at which such services can be used to the best advantage, rates charged for the different classes of service.

The necessity of careful comparison of all copy work to avoid errors or omissions.

How to use codes.

How to check coded messages systematically.

The necessity of comparing confirmations received with the messages sent or received by them.

What to do if a message is received mutilated.

It is important that outgoing coded messages should be submitted in their actual English translation to the parties responsible for them before going out; messages going in straight English should also be submitted to their dictators before being sent out. By following this procedure clerical mistakes or misunderstandings may be avoided, and the dictator, furthermore, will have an opportunity to make such corrections as a little useful afterthought sometimes will suggest.

There are two distinct reasons for coding messages:

1.—For economy's sake. 2.—For secrecy's sake.

If it is not conducive to economy to code, and secrecy is not essential, then it is not only useless but fallacious to code, because of the work and loss of time involved in coding and the possibility of coded messages arriving at destinations with mutilations, which it may take considerable time, trouble, and sometimes expense to clear up. Indeed, if it happens that speed is the all-important factor it may be advisable to send the message at express rates in straight English, or coded as little as is consistent with the preservation of secrecy.

## TEXACO STAR

### SAFETY AND SANITATION

V. R. CURRIE

Chairman Central Committee of Safety

THE TEXACO WELFARE LEAGUE

The employees of the Port Arthur Works of The Texas Company have organized a mutual aid association to insure themselves against loss by reason of sickness or accident, and to provide a suitable death benefit. The first attempt to form such an organization was made in January 1917; but as there were some features in the plan which did not appeal to the men, that attempt was not successful. The promoters of the League did not lose hope but set to work to revise the constitution, and in October, having secured the cooperation of the officials of the Company, R. H. White, the president, and his board of directors were able to launch their enterprise.

The constitution as now in force has been modeled upon those of bodies of like nature in the industrial plants of the East and North. The experience of these well established societies was studied and their good points taken where they were adaptable to local conditions. All the requirements for operation in the State of Texas have been fulfilled and a charter has been applied for.

The organization, known as the Texaco Welfare League, is an insurance society, pure and simple. It undertakes for \$1 a month in dues, which is deducted from the first pay of each month, to pay its members \$2 a day for either accident or sickness after the third day lost from work. If a member dies his wife, or estate, receives \$150 as a sum to aid in defraying funeral expenses. As a further benefit the League pays medical fees in all cases of accident where such fees are not provided for under the Workmen's Compensation Law of the State. The payment of other benefits, however, is in addition to the compensation received by the injured man.

The League is administered by a board of directors, one half of whom are elected annually at a general meeting of the members. These directors in turn elect the officers. A general meeting was held on January 9, 1918, and the directors elected at that time chose the following officers for the ensuing year: R. L. Drake, President;

M. C. Van Gundy, Vice President; H. O. Holt, Secretary and Treasurer.

This organization was not completed until October and though no great effort has been made to get members, nevertheless over 650 employees have joined and over \$1,000 has been paid in benefits.

The League has been assisted in every way by the Management and every facility available has been extended to the Association by them. Not the least of these many privileges is the free use of the service of the visiting nurse, to visit the members who are ill and to assist their physician in hastening their recovery. These various forms of cooperation have been invaluable and they enable the League to offer the lowest priced and best insurance of its kind. Every cent paid as dues goes for benefits.

\* \*

The U. S. Bureau of Labor Statistics has published a bulletin (No. 216) discussing the subject of "Accidents and Accident Prevention in Machine Building." The *Monthly Review* gives the following interesting deduction from that bulletin as to the success of safety work:

One of the fundamental inquiries in a study of this character is whether or not accidents are decreasing. A precise answer is difficult, because of the fact that very few plants had reliable accident records over a period of years. For one group of plants for which such information was obtainable for years 1910 to 1913 the frequency rate shows no decrease, but the severity rate, after running as high as 6 days in 1910, 8 days in 1911, and 7 days in 1912, drops to 3 days in 1913. This decrease may reflect the more thorough safety organization effected in some of these plants in 1912. The fact that the frequency rate shows no decline is certainly due to the more complete reporting of minor accidents in the later years.

A striking method of showing the effect of a good safety system in accident prevention is to compare the accident rates in plants having with those in plants not having well-organized systems. This is done for three important groups of plants. In every case the plants not having a good safety organization show accident frequency rates 3 or 4 times as high as these having a well-developed system.

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Would you judge of the lawfulness or unlawfulness of pleasure, take this rule: Whatever weakens your reason, impairs the tenderness of your conscience, obscures your sense of God, takes off your relish for spiritual things—whatever increases the authority of the body over the mind,—that thing is sin to you, however innocent it may seem in itself.—*Susannah Wesley*.

## TEXACO STAR

### BY THE WAY

We are glad to hear from David A. Kuriss, Co. B, 101st U. S. Engineers, On Active Service with the American Expeditionary Force, that no submarine has been able to interrupt our mail to him:

Am receiving my "Stars" regularly and certainly enjoy them in my spare moments. Somewhere in France. I run across "Texaco" all the time in my journeys and she is doing her bit in the conflict.

\* \*

If advised in time of every change of address we shall not fail to send each month's issue of the *Texaco Star* to Mr. Rade and his companions, as requested in the following letter. Before joining the colors Mr. Rade was with our Bayonne Laboratory.

Jacksonville, Fla., Feb. 19, 1918.

Editor *Texaco Star*—Received the February issue of the *Texaco Star* and wish to thank you very much for it. I was wondering if we soldier boys, former employees of The Texas Company, were to be kept on the mailing list. I certainly do look forward each month to this magazine and greatly enjoy its reading.

Herewith are the addresses of two former employees, who are also in this camp and were formerly of the Bayonne Terminal.

Hoping that we may receive each month's issue, I am,

Very truly yours,

Fred W. Rade, Pvt.,  
Rec. Co. 5, Camp J. E. Johnson, Fla.

\* \*

A censored post card from Fairfax Noble, formerly of our Jacksonville, Fla. Station, written "Somewhere on the East Coast," gives his future address: Sgt. Fairfax Noble, No. 226, Co. A, 41st Engineers, American Expeditionary Forces.

\* \*

Agent J. W. Knight of Hattiesburg, Miss. sends the following:

#### THE BUSINESS TEN

1. Honor the chief—there must be a head to everything.
2. Have confidence in yourself—make yourself fit.
3. Harmonize your work—let sunshine radiate and penetrate.
4. Handle the hardest job first each day—easy ones are pleasures.
5. Do not be afraid of criticism—criticize yourself.
6. Be glad and rejoice in the other fellow's success—study his methods.
7. Do not be misled by dislikes—acid ruins the finest fabrics.
8. Do not have the notion that success means money making.
9. Be enthusiastic—it is contagious.
10. Be fair and do at least one decent act every day in the year.—*The "Best" Way.*

\* \*

If you kick, kick forward like a man, not backward like a mule.—*Oil City News.*

*Page ten*

## TEXACO STAR

### IN MARCH

A wild wind and a flying moon,  
And clouds that drift and lower;  
A heart that leaps at the thought, how soon  
The earth will be in flower.  
Behind the gust and the ragged cloud  
And the sound of loosening floods  
I see young May, with her fair hair bowed  
In a waking world of buds.

—Charles J. Flynn.

\* \*

### PASS A LAW

Are your neighbors very bad?  
Pass a law!  
Do they smoke? Do they chew?  
Pass a law!  
Are they bothering you?  
Don't they do as you would do?  
Pass a law!

Are your wages awful low?

Pass a law!

Are the prices much too high?  
Do the wife and babies cry  
'Cause the turkey roosts so high?

Pass a law!

Are the lights a-burning red?

Pass a law!

Paint 'em green, or paint 'em white,  
Close up all them places tight!  
My, our State is such a sight!

Pass a law!

No matter what the trouble is,

Pass a law!

Goodness sakes, but ain't it awful!  
My! What are we going to do?  
Almost anything ain't lawful—  
And the judge is human too!

Pass a law!

—Columbia State.

\* \*

### A ROOKIE'S LAMENT IN TEXAS

Alleged to have been uttered by a New York Militia man in the Brownsville Country.

They took me from my comfortable home in cool New York State and put me down here in a stinkin' tent.

They took away my good clothes and gave me a suit of red-hot khaki.

They took me from my good job, and put me to digging ditches and walking marathons till my hands and feet were out.

They made me go to bed when I wasn't sleepy and get up when I was.

They took away my good name and gave me a number—494.

They made me go to church on Sunday whether I wanted to or not.

In church the parson said, "All turn to Number 494—Are you Foothsore, are you Weary?" and I got ten days in the guardhouse for answering, "Hell, yes."—*Safety Hints.*

\* \*

This admonition to British soldiers was found posted up in a railway station somewhere in France:

A wise old owl lived in a oak;  
The more he saw, the less he spoke,  
The less he spoke, the more he heard.  
Soldiers should imitate that old bird!

\* \*

"Those who really work seldom spell it backwards."

## TEXACO STAR

### SPANISH AT A GLANCE

"Rato" is a little time;  
 "Rata" is a rat I think;  
 "Tinto" is a kind of wine,  
 "Tinta" any kind of ink.  
 Look, there is a "rata" rat  
 Eating up the "fruta" fruit!  
 Good thing we have "gata" cat,  
 Hit it with a "bota" boot!  
 "Musica" is music—Hark!  
 Listen to the "banda" band  
 Playing in the "plaza" park!  
 Do you "sabe" understand?  
 Take a "banco" bench and note  
 Ripples that I "hago" make,  
 When I row my "bote" boat  
 On the silvery "lago" lake.  
 But if "banda" is a band,  
 And a "bota" is a boot,  
 How can "mano" mean a hand,  
 Or my "ropa" be my suit?  
 "Pino" always means a pine,  
 Spanish ain't so "mucho" much,  
 But does "vino" mean a vine?  
 Be it "lejos" far from such!  
 "Pino" always is a pine,  
 "Ropa" never is a rope,  
 "Mina" always means a mine,  
 "Sopa" never is the soap.  
 If I ask for "vino" wine,  
 "Vino" also means it came.  
 Combination "fino" fine!  
 What is in a "nombre" name?

At the request of Hon. E. A. Peden, Federal Food Administrator for the State of Texas, and for the benefit of all readers who may be within reach of Texas points during the week March 17-23, we give the speaking dates of two of the six members of the U. S. Federal Food Administration recently returned from Europe. In Europe these commissioners investigated conditions concerning the necessity of food conservation and production in this country as a vital requirement for winning the war.



Roscoe Mitchell.

Speaking dates: Houston, March 17; San Antonio, March 18; Austin, March 19; Bryan, March 20; Galveston, March 21; Beaumont, March 22; Marshall, March 23.

"Carta" never is a cart,  
 "Mano" never means a man;  
 What can be the "arte" art,  
 Is there any "plano" plan?  
 "Mula" always means a mule,  
 "Desde" since Old Noah's flood,  
 But we say "escuela" school;  
 "Claro" clear as "lodo" mud!  
 Since a "rosa" is a rose,  
 But a "vino" not a vine,  
 Be it then my "fin" or close—  
 Not another "linea" line.

—C. F. Elder.

Mr. Elder, of the Sales Department, headquarters at Cristobal, Canal Zone, sends these verses of his as printed in the *Panama Journal*. Mr. Elder was a frequent contributor in the columns of *Panama Life* before that journal was suspended because of the high cost of paper.

Jed Doolittle is the busiest man in town on wash day. He rushes home to dinner and informs his wife that he must hurry back to keep an appointment with a man at half past 12. And then he stands around the post office and licks the Huns till 2 o'clock.—*Exchange*.

"The suspicious man always finds what he is looking for."

"Speak your mind if you must, but mind how you speak."

The man with the level head didn't get it from butting in.—*The Three Partners*.



Everett Colby.

Speaking dates: Dallas, March 17; Sherman, March 18; Fort Worth, March 19; Waco, March 20; Corsicana, March 21; Greenville, March 22; Texarkana, March 23.

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## TEXACO STAR

### DEPARTMENTAL NEWS

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

Refining Dept.	C. K. Longaker, Houston
Natural Gas Dept.	D. P. Harrington, Port Worth
Fuel Oil Dept.	E. B. Joyner, Houston
Railway Sales Dept.	E. B. Joyner, Houston
Marine Dept.	Wesley McKee, Jr., Port Arthur
Legal Dept.	A. R. Weber, New York
Treasury Dept.	J. S. Ballard, Houston
Comptroller's Dept.	A. D. Dawson, Houston
Insurance Dept.	B. E. Emerson, Houston
Sales Dept., S. Territory	P. A. Masterson, New York
Sales Dept., N. Territory	Roy B. Wright, New York
Export Dept.	M. G. Jones, Houston
Purchasing Dept.	S. Slattery, New York
Railway Traffic Dept.	J. B. Nielsen, New York
Producing Dept.	J. E. Byrne, New York
Pipe Lines	J. W. Painter, Houston
	Delbert Leggett, Houston
	A. M. Donoghue, Houston

REFINING DEPT. The following item among the misdemeanor cases before the City Recorder, appearing in a recent issue of the Port Arthur *Evening News*, suggests the reflection that it does beat all what country folks will do when



W. B. Martin, T. E. Beck, Robt. Bolling, formerly of the Houston accounting offices of the Refining Department, now of the U. S. Marines. Mrs. Henry Martin writes: "These boys enjoy reading the 'Texaco Star' so much, I thought it would please them if you could print this picture."

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they get in a city having police protection:

Bert E. Hull was booked on a charge of speeding for three blocks on Proctor Avenue. The case was marked up for the fifth.

Later advice reports \$6.30 as the fine imposed on the unsophisticated visitor.

J. W. Harmon, Jr. arrived in Houston on Jan. 26, 1918. Congratulations.

W. J. Farthing, Civil Engineer at P. A. Works, has been commissioned in the Navy.

R. E. Elliott, oil tester, joined the Army.

W. McKerall O'Neill has accepted a position in Washington.

Company A at Port Arthur Terminal is getting back to its old form. A number of new recruits have been added, and drills are held Monday, Wednesday, and Friday. Former members now in U. S. A. have written that training in the Port Arthur Rifles had been very beneficial to them.

I. C. Davis, yard time keeper C. & P. Div., died at his home in Montgomery, Texas, on Feb. 11. His many friends sympathize with his family in their bereavement.

#### Appointments and resignations.

E. H. Bartlett, formerly with the City of Toledo, O., Engineer of C. & P. Div. *vice* M. L. Harned resigned to enter Ordnance Dept. U. S. A.

W. L. Lansford, formerly with Southern Express Co. at Chattanooga, Chief Clerk at Morgan City.

G. P. Hannen, stenographer at Morgan City, enlisted in Engineering Corps and is now stenographer with Engineer Depot Detachment at Washington.

George C. Smart, timekeeper C. & P. Div., resigned to enlist in Aviation Corps; and M. Escoubas, yard timekeeper, to enter Government service in shipbuilding.

#### WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF FEBRUARY, 1918:

Refined—Coastwise	302,496 bbls.
Refined—Export	253,273 bbls.
	555,769 bbls.
Crude—Coastwise	82,591 bbls.
Total	638,360 bbls.



Motor Truck used at our West Tulsa Works—A load of wooden barrels

## TEXACO STAR



H. H. McCullough, formerly of West Tulsa Works, son of J. C. McCullough, Superintendent Equipment and Construction Division of Sales Department Southern Territory. Young McCullough resigned in Sept. 1917 to join the colors; enlisted in October and was assigned to Company B, 29th Engineers, Camp Devens, Mass. He sailed for France about Feb. 2, 1918.

The monthly meetings of the employees of the Northern Terminals Division offices are doing a great deal toward developing literary and oratorical abilities. Some very interesting and instructive papers are being read at the meetings.

A letter from Corporal Coryell, who is in France, dated December 23, 1917:

We are temporarily located in barracks. Temporarily, I should say would mean until about Dec. 26, when I think we are to start on a 60-mile hike South, when we will once more sleep in cattle barns, aviation hangars, hay lofts, etc. We drill morning, noon, and night. There's a cigarette famine at present, and it really seems at times as though we suffered more from the lack of them than from all the rest put together.

The Cooties are now with us, all except perhaps the officers. One gets so used to them that we'd feel lost if they should leave us. Some of them are hefty boys; there's even a rumor to the effect that the High Command is thinking of doing away with the cavalry and artillery horses and substituting full grown well fed Cooties in their place.

You have a sense of humor, Coryell. Retain that at any cost and then the rest won't seem so hard. We shall send you more smokes soon.

We would like very much to hear from our other boys, and the "We're with the Club" will do what they can for you.

The Division Office Bowling Club will have to worry along without their 'crack' bowler, T. J. Gil-senan, until he has recovered from an operation for appendicitis. He is past the convalescent stage, however, and is back at his desk.

The Export Department, through Mr. Megarity, advised that they would 'show' the N. T. D. Office Bowling Team how to bowl in the near future. We like to be 'shown,' but we hope we'll disappoint you.

"When I'm not thanked at all, I'm thanked enough: I've done my duty, and I've done no more."

"True happiness consists not in the multitude of friends, but in the worth and choice."

"The life that is worth living is worth working for."—*Gleanings*.



F. E. Strohmer, formerly Chief Clerk at Baltimore Terminal, enlisted in the Maryland Cavalry in June 1917—Private Strohmer is now with Troop A Militia Police, 29th Div., Camp McClelland, Ala.

Social features connected with the calls on Delaware River Terminal men for military service and for positions of greater responsibility have placed Superintendent Nester in the limelight as an orator.

The Service Flag of The Texas Company as of January 1, 1918, shown in the February issue of the *Texaco Star*, lacks one star to form a perfect rectangle. This was no doubt reserved for John A. McLaughlin, who entered military service Feb. 23.

J. E. Hughes, R. M. Lee, and R. M. Owen have left to take their examinations for military service.

Best wishes are extended to J. R. Alexander, now in charge of Boiler Efficiency for Northern Terminals, for even greater success in his new field(s).

We wish unlimited success to D. C. Harlow transferred from charge of Del. Riv. Lab. to Bayonne Laboratory.

L. H. Munger, formerly in charge of our Storehouse, resigned to go into the milk business. The watered stock is being taken care of by employees of this Terminal.

Congratulations are in order for H. C. McAnall who joined the Benedictics Feb. 16.

## TEXACO STAR

To Bayonne Terminal Office Organization:

Dear Friends:—Words are inadequate to express our thanks to you all for the love and sympathy shown us during our recent bereavement, and for the kind deeds rendered by our Superintendent, Mr. Manley, and Assistants, Mr. Muckey and Mr. Taft. Again we thank you *all* for assistance offered and gifts of love received.

With love and appreciation,

Mr. and Mrs. Coykendall and family.

Mr. and Mrs. Geo. Olewine are the proud parents of a 12-lb. boy, John Franklin.

Our Basket Ball Team was well beaten by the Bayonne Bolt & Nut Company, but they are not discouraged and will play the Standard Oil team hoping for better results.

Our Baseball Team is gradually getting together and we expect to have a good nine this year despite the fact that the draft has taken four or five of our best players. We have been fortunate enough to get the promise of an old time International League player to catch and coach our team. He is none other than Clarence Steiner, C. E.

The Providence Terminal Tobacco Fund for the Boys in France is still going strong. Since December we have sent over six lots of tobacco, cigarettes, pipes, *etc.*, to Privates Green and Knight. The tobacco fund is raised by the employees contributing 20 cents each month.

Somewhere in France, January 19, 1918.

Mr. T. E. Gough, Chief Clerk, Providence, R. I.

Dear Sir:—Yours of Dec. 22 received and I was very glad to hear from you and to know you received my receipt O. K.

I have received two boxes of tobacco and two lots of magazines from The Texas Company, and I assure you I was more than glad to get both. We find it hard here to get reading matter and buying tobacco is entirely out of the question, so we have to depend on the packages we get from home and friends. So rest assured that anything sent is more than appreciated.

We are having rainy weather here which is very disagreeable. We have plenty of warm clothes and all that is needed to wear. Our food is very good and we get plenty to eat. Our officers treat us like men, and still we almost always find something to kick about.

Thanking you for your kindness and favors, I wish to be remembered to all.

Very truly yours,

Private Earl M. Knight,  
Co. 102 Reg. F. A., A. E. F. via N. Y.

We announce the arrival of Albert Bullock Coop, Jr., born January 24. Congratulations to "Al," Sr.

Our former Efficiency Clerk Wayland A. Smith has joined the Colors and is now located at Fort Jay, Governor's Island, N. Y., with Company C, 22nd Infantry.

SALES DEPT. HOUSTON DISTRICT.—E. S. TERRITORY W. Medlenka reports an 11 1/2 lb. baby girl. Congratulations.

We extend our sympathy to Agent A. F. Dahme and his wife, of Yorktown, Texas, in their grief for the death of their infant daughter.

Appointments, transfers, *etc.*:

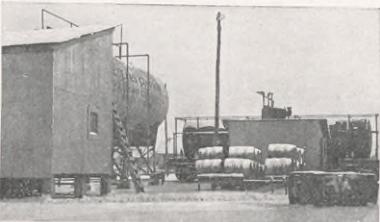
W. J. Junonville, bookkeeper in Dist. Off. *vice* R. J. Williams resigned for military service.

R. C. Craft, from Legal Dept., and A. T. Gunn, from Denver, to clerkships in District Office.

C. M. Wiseman from salesmen in Houston to salesman out of Austin *vice* W. C. Arnett resigned.

J. S. Matthews, Agent at Harrisburg *vice* W. H. Hilton, transferred to Houston City Salesman.

J. S. Collins, Agent at Seadrift *vice* A. S. Bowers resigned.



Winters, Texas Station—Successfully handling a tank car under adverse conditions during the recent extremely cold weather—“Cold? well I reckon, but she was unloaded on time.”

OKLAHOMA DISTRICT.—Messrs. M. G. Jones, E. A. Rulfs, and P. C. Scullin were recently welcome visitors in our District Office. We wish more visitors from the South would call on us in our new home.

Our District Office is the proud possessor of a big new flag. We can not all fight but we can all be patriotic.



Main Plant of the Chickasha Cotton Oil Co. at Chickasha, Okla.—All of their Mills are lubricated with Texaco Lubricants

## TEXACO STAR



Completed section of a 20-mile ditch of the Storrie Irrigation Works on the Mesa east of Las Vegas, N. M.



Steam Shovel of the R. C. Storrie Co. at work on a ditch—The cut to be 10 to 40 feet deep when completed—Mr. A. G. Adams, Chief Steam Shovel Engineer, standing in the door of the Steam Shovel—See Mr. Adams's letter

East Las Vegas, N. M., Aug. 1, 1917.  
Mr. F. A. Blood,  
The Texas Company, City.

Dear Sir: As you have asked my opinion on the quality of the Oils and Greases I am now using on a Steam Shovel for the R. C. Storrie Company, on the Storrie Irrigation project here, I wish to state that on my arrival here several months ago I was indeed skeptical regarding Pinnacle Cylinder Oil. During my twenty years experience in steam shovel work I have tried dozens of different cylinder oils



White Trucks mentioned in Mr. Al Cabanne's letter—Mr. Cabanne, Foreman of Construction for R. C. Storrie Co., standing at the front wheel of the third truck

and found satisfaction only in one very high priced oil. I naturally wanted this oil here, especially as I had a revolving type of shovel on this work. The boiler is small and sudden stopping and starting of the three sets of engines causes very wet steam, and it is necessary to have the very best cylinder oil to do satisfactory work. I was induced to try Pinnacle Cylinder Oil and to my surprise found it all you claimed, in fact the equal if not superior to any I have ever used.

I never before used Crater Compound, but will

## TEXACO STAR

never be without it in future if it can be procured. On all gears, cables, dipper sticks, rub irons, and wearing parts exposed to the weather and dust, it is the best ever.

The Aleph Engine Oil and No. 5 Cup Grease, etc., are all very satisfactory. I want also at this time to thank you for your prompt and courteous treatment in looking after the interests of your customers.

Yours truly,  
A. S. Adams,  
Steam Shovel Engineer.

East Las Vegas, N. M., July 30, 1917.  
The Texas Company,  
El Paso, Texas.

Gentlemen: I recently brought three large White Trucks to Las Vegas to work on the Storrie Irrigation Works now in course of construction. On my arrival here your Agent, Mr. F. O. Blood, called on me to sell me some Motor Oil. I had used California and Pennsylvania oils all my life and was adverse to making a change. However, at Mr. Blood's earnest solicitation I concluded to try your Motor Oil E. H. I had Mr. Blood send me one barrel as a trial order, and told him if it proved satisfactory I would use it.

I wish to state, it does all it was recommended to do and more. I find this oil leaves no deposits on the valve stems, which every other Western oil I have used does.

I am well pleased with your Motor Oil E. H. and recommend it for any particularly heavy work where an extra high grade oil is required.

Yours truly,  
Al Cabanne,  
Foreman Construction.



Livingston, Mont. Station—Superintendent Armstrong in foreground and Agent Larsen attempting to take a snapshot of Agent Porter, of Billings, who took this picture



Holt Ditching Machine in use on the Park County highways out of Livingston, Mont.—Agent Larsen is shown at the extreme right—This machine is using Texaco Ursa Oil and Crater Compound



Tank Truck R-174, Denver, Colo. Station—Driver Harry Abercrombie with his faithful mascot  
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## TEXACO STAR



Recent scenes at Billings, Mont.

**DENVER DISTRICT.**—Judge F. W. Freeman hears regularly from his son, Lieut. Edward M. Freeman, now attached to Company E of the 9th U. S. Infantry, which we understand is near the front Somewhere in France.

J. Douglas LeClerc, Clerk at Colorado Springs Station, and Miss Roberta Gompers were married in Denver on Jan. 20.

H. E. Johnston, General Assistant, proudly announces the birth on Feb. 1 of a baby boy "weighing in" at 8 1-4 pounds.

We regret to report the death of Ralph Howard, Clerk at F. S. No. 3, Denver, on February 25.

"Harmony of action is the plan of a well ordered life. There has never been success without harmony of action and unity of purpose. Harmony means loyalty. Show me the institution that has loyal men and women throughout and I will show you Contentment—a product impervious to competition, a people free from want with free minds and a life worth while."

"If you lack education, get it—read one good book each month and spend thirty minutes of each day inside a dictionary. At the end of the year you will have gained a better knowledge of life and letters than one-half of our one-hundred-million population." —*Gleanings*.

"The flirt of today is the spinster of tomorrow."

"We find shells lying on the beach, but for pearls we must dive."



Agent M. F. Garrett, Albany, Ga.



Albany, Ga. Station Equipment

## TEXACO STAR



Schenectady, N. Y. Station

SALES DEPT. NEW YORK DISTRICT—The N. TERRITORY Fourth Annual Meeting, held Feb. 18-19 at Park Avenue Hotel, was attended by every agent and salesman of the District. Among the many interesting talks, probably the one most enjoyed by all was made by Salesman L. O'Malley.

We were sorry indeed to hear of the death of Michael J. Lee. Mr. Lee was with our Company for many years both in the South and at Youngstown, O. For the last few years he inspected tankage for the Purchasing Department.

The following extract from a letter of H. K. Berger, formerly in our Dist. Off., now driving an ambulance somewhere in France, illustrates how Texaco is doing its bit in the war:

I see plenty of Texaco Stars over here—use Texaco in our own garage. While I was at the Motor Headquarters I saw Texaco boxes piled up as high as a house.

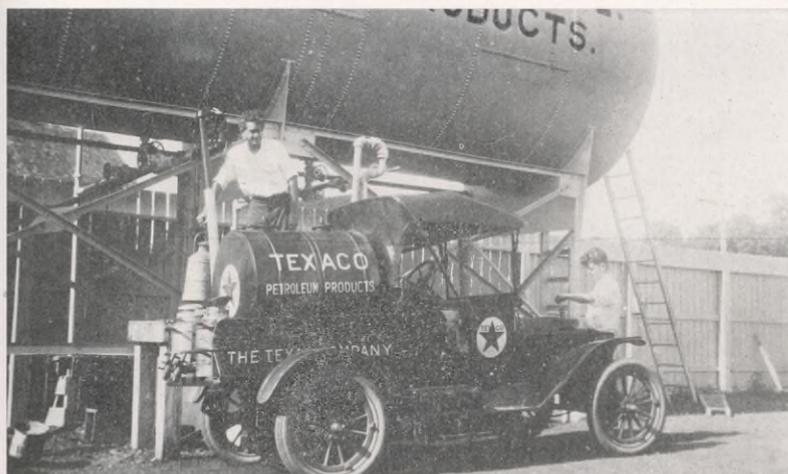
The New York District feels that it has good reason to be proud of its boys who are serving Uncle Sam. Lieutenant Joseph Davis was the first to receive a commission, after being in an Officers Training Camp in the South. He certainly does credit to his officer's uniform, and doubtless causes many a feminine heart to flutter.

Sergeant Frederick A. Morris, of the 107th, now at Spartanburg, was one of the lucky 500 to be selected from over 30,000 for the Officers Training Station, and we expect soon to call him Lieutenant, if not a higher title.



Ted Lyke, formerly of Advertising Division—"This photograph was received while New York was experiencing below-zero weather, and our pleasure at seeing it was not lessened by the fact that Ted wrote he was 'somewhere' where it is always Summer."

## TEXACO STAR



Port Jefferson, L. I. Refined Station



Our Exhibit at the Bridgeton Automobile Show, Bridgeton, N. J., held by the Bridgeton Auto Dealers Association, Jan. 26 to Feb. 9.—About 10,000 people visited the Show and our Exhibit was considered the most attractive—The Booth was furnished in wicker, splendid red and green electric display in front with Texaco trade mark blazing at the top—H. W. Shaffer, in charge of the booth, is shown talking Texaco Motor Products to Mr. George Detker of the Oakland Motor Co.

Robert Bushby is now a Quartermaster Sergeant, already doing his bit "over there." He arrived at a French port just before the Tuscania disaster, and we hope this good luck will follow him through the Great Adventure.

**BOSTON DISTRICT.**—On Feb. 12 the Boston Chapter of Crater Compound Club held probably the best meeting the Chapter ever held. A meeting at the District Office during the forenoon was followed by luncheon at the Elks Club, where, after lunch, a regular meeting was held and over 45 employees were solemnly and thoroughly initiated into the mysteries of the Club. Seven individuals were selected to stand the ordeal for the benefit of the brethren, and it must be said for the fortunate seven that they conducted themselves in a way that won the admiration of all the others. We mean to make the Boston Chapter the best in the Northern Territory and hope that many more requests for membership will be received before the next meeting.

We are very sorry to report the serious illness of M. J. Crowley, formerly City Solicitor in Boston, now a member of the Naval Reserve. He is suffering from pneumonia at a hospital in Boston.

Captain Q. Miller, son of Salesman J. H.

## TEXACO STAR



Filling Station, Montclair, N. J., in 1916



The Same in 1917—The effect of a little improvement

Miller, has recovered from an attack of pneumonia at Washington, D. C. He is a Captain in the U. S. Army Engineers.

J. E. Slater, formerly Chief Clerk to the First Vice President of the N. Y. N. H. & H. R. R., and son of Salesman F. R. Slater, is now in France as First Lieutenant in one of the Railroad Divisions.

Charles A. Flexon, Representative for Cape Cod territory, and Mrs. Minnie Mur-

ray Derby of Hyannis, Mass., were married at Everett, Mass. on Jan. 7, 1918. After a two weeks trip to New York they are at home at 102 Camp Street, Hyannis.

M. I. Bryant, Agent at Onset Junction, Mass., has been drafted. W. E. Hallahan succeeds him as Agent.

Garland McKay, of the accounting force, has left for Montreal where he is to go in training with a Canadian regiment.

## TEXACO STAR



Photograph taken at night of electric sign at Commonwealth - Beacon Filling Station, Boston, Mass.

Dan Kelley, Traveling Accountant, never misses his daily bowling match, and we can't understand yet how Frank Cawley beat him down at Waterville. Dan wouldn't be right should he strike a town without a bowling alley.

The Sales department boys are finding it a tough job to defeat in their bowling matches the Midget Trio, Carter, Mongeau, and Flanagan of the Accounting department.

Chester Carpenter is beginning to make himself at home in Portsmouth, N. H. He was recently made a member of the Portsmouth Athletic Club, which is composed of the most prominent men of the place. They know him as "Kerosene" already, and he is a member of their Bowling Team.

Owing to the Coal Conservation edict there is but one elevator running in the District Office, and as this does not give very good service many of the boys are cultivating the habit of walking up to the offices. Besides being a patriotic act, walking up seven stories is some wind developer; but we notice that "Hink" Curtice, our Cashier, still prefers to wait for the elevator. "Hink" weighs about 215 lbs. and is about 5 ft. high, which leads us to believe that if he would form the habit of walking upstairs it would do him a world of good and also allow the elevator to rise more quickly from the first to the seventh floor.

One of our customers in paying his account recently penned a few lines on the statement in which there was more truth than poetry. When the Salesman interviewed this customer he prescribed a certain grade of oil which would work to advantage for the purpose for which it was to be used. The customer, however, did not agree and picked another grade and insisted that we ship the grade he selected. He used the oil and, as we expected, did not get the desired results. In remitting he wrote on his statement: "*This is the last oil The Texas Company will sell me.*" Weren't we surprised to pick up the newspaper the next morning and read that the man had died the previous evening?

The boys are keeping close watch on Bill Plotner. This sterling young man refuses to ride down evenings on the elevator, preferring to walk down the seven stories. We always thought Bill wanted to get home the quickest way so as not to keep "Wifey" waiting supper, and we are at a loss to understand his present attitude.

We are planning to have a Debating Team in the District Office. The most promising candidates for high honors thus far are Tracey and O'Brien, with Macgahan pressing them close. It would benefit any one to drop in at noon time and hear this trio talk on the leading subjects of the day, such as "Why the War Started," "When Will It End?" "Why Are We Taxed?" "Why everything taken from the Stock Department has an Elastic on it?" We extend to all an invitation to drop in any noon time and hear our "champs."

All employees in New England are urgently requested to send to the District Office before the 18th of each month items or pictures of general interest for the *Texaco Star*.

**PHILADELPHIA DISTRICT.**—The Bowling Team of the Philadelphia District, champions of the Petroleum League, are willing to arrange games with any department of The Texas Company. Marine Department of the Northern District kindly take note. All communications in connection with games should be addressed to E. J. Talcant, Captain, 618 Widener Building, Philadelphia.

E. C. Miller, Clerk Cashier at Pittsburgh, could not resist the call to the colors and started on February 11 to be taught how to lick the Kaiser.

**NORFOLK DISTRICT.**—R. A. Morrison, Assistant Credit Man, and Miss Mildred Darthail Jones were married on January 12. We all join in wishing Mr. and Mrs. Morrison a long and happy life.

J. E. Fields, T. W. Driver at Durham, N. C., and Miss Elizabeth Jackson of East Durham were married on January 27. Here's wishing them all happiness.

The stork visited the home of Agent E. L. Mapp at Danville, Va., on Jan. 16, and left a fine baby girl. Mr. Mapp says her name is Marjorie Amelia.



Interior Chappell Hill Street Filling Station, Durham, N. C.

## TEXACO STAR



One of the fine teams we have in Norfolk District—This one is driven and cared for by Driver R. L. Munford at Newport News, Va.

D. F. Daniels, Clerk and Cashier at Norfolk Station, has enlisted in U. S. Naval Reserve.

A. D. Murray, formerly Representative in Boston District, now an ensign in U. S. Navy, visited the District Office on Jan. 16. We enjoyed his visit very much.

The Steam Cylinder Oil contest Chart, which is furnished us monthly by the New York Office, is posted on our bulletin board. One of the office boys recently inquired if the Philadelphia and Boston Districts were not traveling in Fords.

The Thubanite Chapter of Crater Compound Club held a meeting and luncheon on Feb. 2 at which 19 members were present. New officers were elected: J. W. Thompson, Moderator; W. J. Barton, Pres-

ident; W. B. Cope, Vice President; D. L. Keys, Treasurer; F. J. Dean, Secretary.

L. A. White's father died on February 7. We all extend to Mr. White our deepest sympathy.

Floyd H. Craft, who was recently operated on at the Emergency Hospital in Washington, D. C., has reported that his operation was successful. It will be several months before Floyd will be in condition to return to the office, but we are looking forward to his return with a great deal of pleasure.

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"Life is always a dull grind to the man who thinks only of the grist."

"Do not let the good things of life rob you of the best things."

Teacher—"I am going to send for your mother, Johnny, and show her what a shocking composition you brought in today."

Johnny—"All right. Send for her—I don't care; she wrote it anyway."—*Ideal Power.*



"How they treat the cooks at Camp Grant, Ill."—The soldier boy wearing the apron is W. H. Perry, formerly of the accounting department of Chicago District Office.



La Porte Independent Oil Co., La Porte, Ind., one of our large Distributors

## TEXACO STAR



Fleet of Trucks owned by the Delaware Trucking Co., Muncie, Ind.—Users of Texaco Motor and other Products

**PURCHASING DEPT.** B. D. Haltom, stenographer in Houston offices, has shown his patriotism by joining the U. S. Navy, although one year under the draft age. Mr. Haltom left Houston in the latter part of February to spend a few days with his parents at Ruston, La., and will there await orders to report to one of the Naval Training Schools.

Thomas A. Pendarvis, who was drawn for the Army last September, is attending the Officers Training Camp at Camp Travis, being a member of Battery A, 90th Division. We feel confident that "Tom" will qualify for a commission.

Student Battery A, 90th Division  
Officers Training Camp, Camp Travis, Texas  
February 17, 1918

Editor *Texaco Star*: Just received February copy of the *Star* and was surely glad to get it. Please change my address to read as above.

I have been here since the 5th of January and if I continue on until April 5 will be recommended for a Commission in the Field Artillery. We were told that if the war lasted six months longer all who finished the course would be commissioned immediately, and we are all hoping for the gold and black hat cord on April 5.

In Battery B, 344th F. A., there is an old Texaco boy, Miendert Becker, formerly working at the experimental stills at Port Arthur Works, who is very proud of having worked for The Texas Company, and expects to go back to Port Arthur Works after the war. Here in the army he is considered to be a very valuable man, is now a corporal, and will soon be elected to Sergeant. It is a very remarkable record when you consider the fact that he only landed in this country two years ago in December. He is very anxious to receive the *Star*, and I would suggest that he be placed on the mailing list and that the January and February issues be sent to him.

The student officers started on a 22-mile hike to Leon Springs Target Range yesterday, but we had only gotten about 3 miles from Camp when a hard

rain and norther turned us back. All the firing is to be done from trenches and after a hard rain it would necessitate our standing in water for hours. We are going to attempt it again tomorrow morning. For this trip the artillery men are going equipped as infantry and though we only had our hands on a rifle Thursday for the first time, we expect to beat the "Dough Boys" at their own game. We are taking "Texaco Home Lubricant" along to oil our rifles with.

Sincerely yours,

Thos. A. Pendarvis,  
Sergeant Field Artillery.

**EXPORT DEPT.** Messrs. H. A. Lampman, I. N. Gordon, A. A. Gaskin, A. N. Woodward, and B. Milnor sailed recently for Australia.

K. B. Fontaine, of the Australian Division, has resigned.

The Accounting Division has added two new employes—James J. Banks, Jr. and Joseph S. S. Gonsalves.

P. van Wagner, formerly of the Lubricating Division, has left the Export Department and is now with the Domestic Department at Colon, Panama.

The Asiatic Division report another blushing bridegroom for the month of January. This time it is C. A. Severin, who was married to Miss Florence Sommerville on January 26, 1918.

L. A. Harvey of our Department advises that his nephew, Gerald L. Harvey, who has been connected with The Texas Company for about seven years, the last four years of which were spent in Tampico, Mexico, came home to enlist early in June. Late in October he went with the Rainbow Division to France and is now in the Headquarters Company of the 165th Infantry, U. S. Expeditionary Forces. He has

## TEXACO STAR



This handsome Garage is located at Malecon and Belascoain Streets, two of the principal thoroughfares in Havana, Cuba. It is owned by Señor Carlos López who thinks so well of Texaco Motor Products he uses the trade name of The Texac Company as the name for his Auto Supply Station.

been assigned to a Trench Mortar Gun Platoon and will doubtless be on the fighting line very soon. Mr. Harvey's son, Philip C. Harvey, who was C. R. Campbell's Assistant in the Lubricating Division, has enlisted in the U. S. Navy, and is at the Naval Reserve Training Station, Pelham Bay Park.

PRODUCING Lieutenant Phil E. Davant, formerly of the Producing DEPT. department, embarked on the *Tuscania* commanding the 158th Aero Squadron, relieved the anxiety of his

friends in Houston by a telegram reporting that he was among the survivors after the sinking of that ill-fated transport.

The man who has to try hard to be decent usually decides that it isn't worth the effort.—*Trade*.

Men seldom get more than a dime for a hard-luck story.—*Fruit Dispatch*.

The only way to get happiness out of your work is by doing it well.

What we see depends mainly on what we look for.

## SUGGESTIVE INDEX OF CURRENT ARTICLES

### THE MAIN INTEREST IS INDICATED BY CLASSIFICATION OR BRIEF COMMENT

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

**PRODUCING** Principles and Problems of Oil Prospecting in the Gulf Coast Country, by W. G. Matteson, Petroleum Geologist, The Texas Company—*American Institute Mining Engineers*, 39 pp. of Bulletin, January, 1918.

History for 22 years since oil was discovered; the general topography and physiography of the Coastal Plain are given; methods of surveying and prospecting; how other pools may possibly be discovered; salt domes and their relation to petroleum; a discussion by Capt. A. F. Lucas is appended.

**Possible Oil and Gas Fields in the Cretaceous Beds of Alabama**, by Dorsey Hager—*American Institute Mining Engineers*, Bulletin, February, 1918.

Optimistic for possibilities in Alabama; four anticlinal folds of considerable magnitude.

**Some New Methods for Estimating the Future Production of Oil Wells**, by J. O. Lewis and Carl H. Beal—*Ibid*.

Methods of Valuing Oil Lands, by Mark L. Requa—*Ibid*.

**EXPORT** The Biggest Market in the World, II, by Elmer R. Murphrey—*System*, Feb., 1918.

Brazil's Expansion of Manufacturing—*The Americas*, January, 1918.

**SAFETY** The Foam System for Extinguishing Oil Fires, by Charles H. Meigs—*Oildom*, February, 1918.

**GENERAL** Checking a Great Industrial Waste—*The Annalist*, February 11, 1918.

A discussion of the waste in labor turnover and the advantages of proper selection and assignment of workers.

A Fair Basis of Profit-Sharing, by George Kingdom Parsons—*Industrial Management*, February, 1918.

Proposal of a unique plan for profit sharing in industry.

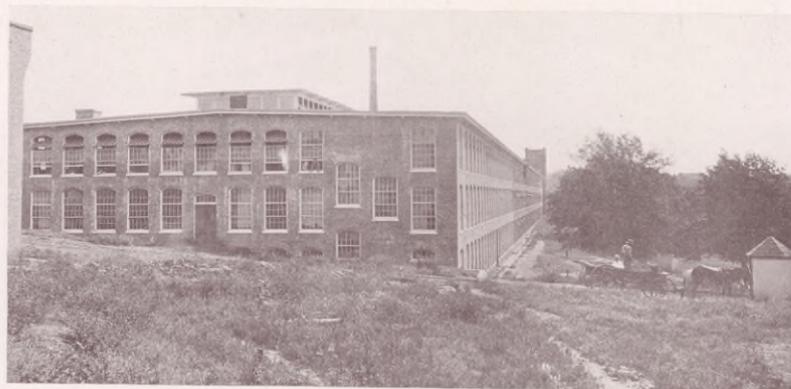
The Control of Manufacturing Costs, by E. A. Baker, Industrial Service Department, The National City Bank of New York—*The Americas*, January, 1918.

The World Wide Search for Oils—*Ibid*.

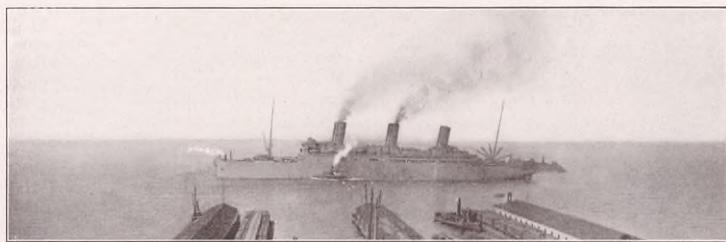
The utilization of vegetable oils, new and old, and new conditions and enterprises for the world's commerce in vegetable oils.

Harder Work With a Tightening of the Belt, by Prof. B. M. Anderson, Jr.—*The Annalist*, February 4, 1918.

"Scarcity is responsible for the present situation."



Mills of the Whitney Manufacturing Company at Spartanburg, S. C.—Users of Texaco Lubricants



# "Leviathan"

## And 17 Other Seized Ships

# Safe Across

OUR hats are off to the men who repaired them, to the men who convoyed them, and the men who ran them across.

We are proud to announce that each and all of these ships, from the Leviathan down to the smallest of the fleet, as well as all the U. S. battle ships which convoyed them, are using



## Texaco Lubricants

That is a man-sized job.

TEXACO LUBRICANTS and TEXACO LUBRICATING SERVICE are daily doing the man-sized jobs in the industrial world.

No matter how great or small a plant you operate, TEXACO LUBRICANTS will meet all your conditions.

There is a TEXACO LUBRICANT for every purpose.



THE TEXAS COMPANY  
HOUSTON CHICAGO NEW YORK  
Offices in Principal Cities



This advertisement is reprinted from a number of technical journals. It appeared shortly after the news came out in the daily papers, and created no little favorable comment.