

# TEXACO STAR

FOR EMPLOYEES OF THE TEXAS COMPANY



FARM AND ROAD TRACTOR LUBRICATION



## *Making the Tank Car Advertise the Company*

A long time ago, we had the idea that our Tank Cars could do some good advertising work for the company if they only carried the trademark in colors.

Accordingly, we worked out a plan whereby at a comparatively small expenditure in a short time the Red Star Green T trademark would bloom on all our cars.

This plan is at work now and by the time this is published a large number of cars will be going forth from our terminals carrying in proper colors the "Mark of Quality."

Thousands of railroad travelers will come to know the mark: because it is placed on

an oil tank they will definitely associate our trademark with oil. This will help the whole line.

And when a tank car pulls up along side of a plant to unload fuel oil, for instance, a threefold value will accrue.

The casual passerby will see it, the employes of the customers' plants will come to know it well, and those who see our mark on the smaller packages will receive the idea of the scope and size of The Texas Company by seeing it repeated in large size on huge tank cars.

This is good advertising, and there is only one thing to beat it and that is to paint the whole car TEXACO Red.

*This is the hope and desire of the*

Advertising  Division

## RETURN OF THE TANK

The tractor plow that joined the fight  
Became a sword of high renown;  
Its Caterpillar wheel of might  
Has trod the Prussian ant hill down,  
Its share has tilled the field of hate  
And plowed God's dreadful furrow straight.

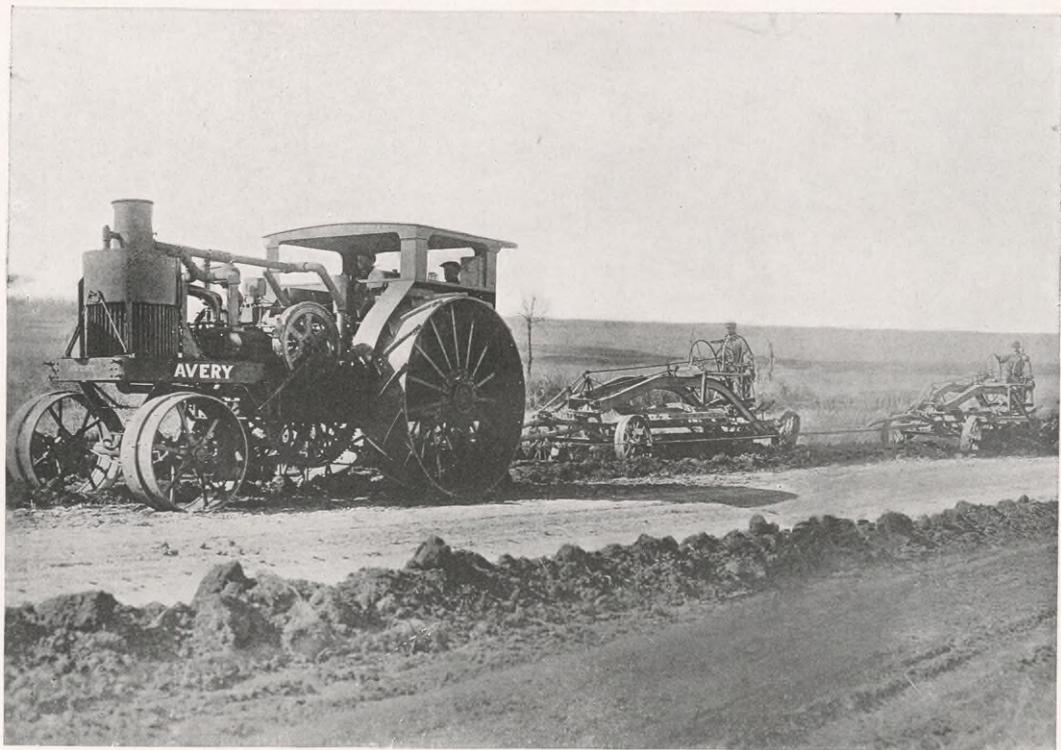
And we, whose plow became a sword,  
Shall beat that sword into a plow;  
As in the days of old the Lord  
Hath bidden, it is bidden now:  
"Ye blades that reaped the Hessian lives,  
Be harvest hooks and pruning knives."

America, with cunning hand,  
Has yoked this iron ox of peace,  
And he shall plow earth's garden land  
Till famine's fearful plague shall cease.  
March, tractor plow, with armored tread,  
On! To the victory of bread!

—*Charles LeRoy Edson.*

Spring is strong and virtuous,  
Broad-sowing, cheerful, plenteous,  
Quickening underneath the mould  
Grains beyond the price of gold;  
So deep and large her bounties are  
That one broad, long midsummer day  
Shall to the planet over pay  
The ravage of a year of war.

—*Emerson.*



AVERY 40-80 H. P. TRACTOR PULLING TWO GRADERS GRADING ROADS IN MARION COUNTY, KANSAS

# TEXACO STAR

VOL. VI

SEPTEMBER 1919

No. 11

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF  
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

Copyright, 1919, by The Texas Company

While the contents of this journal are copyrighted other publications are welcome to reprint any article or illustration provided due credit is given to The Texas Company

Address: Texaco Star, 401 The Texas Company Building, Houston, Texas

THE HIGH COST of living is a complex matter. There are too many factors for any one of us to understand all of them; but every one of us could act with common sense—unless labor-unionism has frightened him out of his wits.

Production *per capita* of workmen is decreasing; evidently all workers should put forth their best efforts if we are to get more goods for our money. Labor unions have announced: "To keep pace with mounting prices labor must demand and receive higher pay and shorter hours." Why shorter hours? Evidently the slogan "Work an extra hour until the costs come down" would help.

Idleness and indulgence in unaccustomed luxuries are large factors, and the direct waste caused by the idlers and the extravagant fools is not the worst injury they are inflicting: under present governmental conditions they menace the whole body politic by clamor for false remedies.

Silk manufacturers report that they are unable to keep up with orders. Shoe manufacturers are behind on high priced shoes, while the low priced are "a drug on the market." The craze for their products started soon after the government began its excited bidding for workers in the industries seized or controlled for war purposes. In one of the many ineffectual little shipyards that were scattered along our coasts, I happened to know a worthless negro, previously supported by his wife and incapable of any work requiring experience, classed as a carpenter and paid upwards of \$10 a day, who promptly acquired a taste for \$12 silk shirts. The observant spectator sees similar developments on every hand. There are thousands of "wage slaves" who, if they had not indulged themselves or their women in gaudy attire, could now be owning many shares of the stocks of the industrial corporations for which they are alleged to labor without sufficient remuneration or their proper share in management!

How long will a great majority of hardworking men pay the expenses of a minority of wastrels and allow them to work deadly political mischief?

The government could stop some "profiteering," but its main help would be to

put an end to its own extravagances. The panic hurry and hysterical suggestions of the war time led to a great number of commissions and bureaus which should now be abolished. Yet their innumerable clerks still clutter the Capital, and their itinerant emissaries are still crowding business travelers into the upper berths in Pullman cars and to the waiting lists of steamships.

We must work out our own salvation by individual virtue. And the chief virtue needed is enough calmness and honesty to apply common knowledge of facts to the sayings of the phrase-mongers.

For instance, when the government yields to threats of the railroad "brotherhoods" explaining that increased pay for them is necessary to maintain "the American standard of living," almost everyone knows that railway engineers and conductors get higher salaries than average professional men, the great body of clerks and salesmen, and workers of every sort not favored by the government. It is all *these* who are the vast majority of labor; it is the average of their earnings that makes the real "standard." They ought to have the little sense needed to know that *if invested capital took no profit at all, there would not be enough to pay them at the rates set by the government for favored classes*. They ought to know that they are taxed in various ways to supply the favors.

On the Pennsylvania lines, for example, the average pay of freight engineers is \$392.35 a month, passenger engineers \$376.85, freight conductors, \$308.55, passenger conductors \$313.90. The average for the civil engineers who build the roads, the most responsible clerks, and many of the minor executives is less. A major in the army receives \$250 a month, a captain \$208.33.

★ ★

Coming Events Cast Shadows Before.—Just before the outbreak of the long foreshadowed "world war," Leroy-Beaulieu de-

## TEXACO STAR

clared that rarely before had the great nations been so badly governed and that their affairs were "in the hands of incurable prodigals and improvident experimenters." And Professor Paolo Goldini speaking of the rising taxation to support the encroachments of governments, referring to the so-called "Pilgrims of Hunger" who were migrating from high-taxed Germany to freer and more prosperous Switzerland, said: "In ten years we shall all be Pilgrims of Hunger."

\* \*

I cannot enjoin too strongly upon you a due observance of economy and frugality.

—George Washington.

\* \*

Why Have a Constitution?—In planning our Federal Constitution the fathers faced squarely the problem of protecting the individual against the exercise of absolute power, whether vested in one man or many. Drawing upon the experiences of many lands, they wrote a constitution creating a national mechanism, the first in history to leave the ordinary individual free from the arbitrary will of the government. The powers delegated to the government were clearly described in the constitution. Certain important rights, necessary to the fullest development of the individual, were expressly reserved from government control in a Bill of Rights, which we call the first ten amendments; and the constitution further provided that all changes should be made, not by the national government, but by the people, acting as free individuals, either through local governments created by them for specific purposes, or by special conventions created by the people. The process of amendment is slow, and should be slow, for it is designed to guard the individual against ill-considered and hasty action.

We have a written constitution in order that the individual may know what rights are his, irrespective of the desire of the government, and may be able to defend them by peaceful means.

We have a Supreme Court in order that the individual may be protected in his rights, without resort to violence, even from the action of his own government.

Destroy these instruments and the individual in America will soon become what the individual had always been before our nation was formed—the subject of a government with absolute control over him.—Robert M. N. M'Elroy, Secretary, Committee National Constitution Celebration.

\* \*

The President and the Constitution.—The convention was not content to rest the sworn obligation of the President solely upon his covenant to "faithfully execute the office of President of the United States," but added thereto the mandate that he should preserve, protect, and defend the Constitution, to the best of his judgment and power, or, as it was afterward expressed, to the best of his ability. Thus is our President solemnly required not only to exercise every power attached to his office to the end that the laws may be faithfully executed, and not only to render obedience to the demands of the fundamental law and executive duty, but to ex-

ert all his official strength and authority for the preservation, protection, and defence of the Constitution.

We have undertaken to discover and proclaim the richest blessings of a free government, with the Constitution as our guide. Let us follow the way it points out; it will not mislead us. And surely no one who has taken upon himself the solemn obligation to support and preserve the Constitution can find justification or solace for disloyalty in the excuse that he wandered and disobeyed in search of a better way to reach the public welfare than the Constitution offers.—Grover Cleveland.

\* \*

An overloaded state would break down like any other overloaded machine. In any essentially free country a state expanded to war size, supervising and regulating all sorts of activities and relationships, could not endure ten years under normal conditions. That centralized, bureaucratic, cumbersome, busy-body, over-lord, with red tape and red tape manners, would be intolerable. It is a sound instinct which now turns us away from state control.

—Saturday Evening Post.

\* \*

The privilege of talking and even of publishing nonsense is necessary in a free state; but the more sparingly we make use of it the better.—Coleridge.

There would be fewer suffragettes if there were more husbands.—Ex.

Those Boston shoemakers discovered by the Suffolk county grand jury to have been making \$120 a week must be glad that their fathers did not have the money to send them to Harvard.

—New York Herald.

The Dallas News says: "The old-fashioned girl who made young men keep their distance now has a granddaughter who is pitched around like a bale of hay." She isn't even ticklish any longer, she's been manhandled so much in the modern dances.—Geo. M. Bailey.

Of all sad words  
Of lips or ink  
The saddest are these,  
"I didn't think!"

### CRUDE OIL PRICES AT WELLS

September 1, 1919

Pennsylvania.....	\$4.00	Crichton.....	\$1.75
Mercer Black.....	2.23	Caddo Light.....	2.25
Corning, O.....	2.85	Caddo Heavy.....	.75
Cabell, W. Va.....	2.77	Vinton.....	1.00
Newcastle.....	2.23	Jennings.....	1.00
North Lima.....	2.38	Spindletop.....	1.05
Sour Lima.....	2.38	Sour Lake.....	1.00
Indiana.....	2.28	Batson.....	1.00
Princeton, Ill.....	2.42	Saratoga.....	1.00
Illinois.....	2.42	Humble.....	1.00
Canada.....	2.73	Goose Creek.....	1.00
Somerset, Ky.....	2.60	Markham.....	1.00
Ragland, Ky.....	1.25	West Columbia.....	.75
California Light.....	1.57	Corsicana Light.....	2.25
California Heavy.....	1.23	Corsicana Heavy.....	1.05
Wyoming.....	1.50	Petrolia.....	2.25
Kansas and Okla.....	2.25	Electra.....	2.25
Cushing.....	2.50	Ranger.....	2.25
Healdton.....	1.20	Burkburnett.....	2.25
De Soto.....	2.15		

# TEXACO STAR

## THE CONSTITUTION

September 17 will be celebrated as the "birthday" of the Constitution of the United States of America. Cardinal Gibbons, in an interview by Edward Marshall, spoke on this subject for direct quotation as follows (in part):

Perhaps, in the United States, at a time when we so generally are discussing international topics, we fail in general appreciation or even may forget that great document which is the firm foundation upon which our nation has been built. At this time, especially, we must give thought to these great national achievements of our past if we hope to prove our worthiness of them in present and in future.

We all talk glibly enough of the Constitution of the United States, but not all of us are familiar with that which we thus discuss. Indeed few of us know as much about it as all good American citizens should.

Especially at this time it is to be hoped that every effort will be made by all thoughtful citizens to re-emphasize in the minds of the informed who may have forgotten, and to teach those among us who never have had an opportunity to learn, the reasonableness, the completeness, the grandeur of the Constitution of the United States.

Such evil thought as that which animates the propagandists of what we now call 'bolshivism,' such evil impulses as guide to bomb-throwing and other violence against God and society those who are dubbed 'anarchists' and claim that their lawless impulses are dictated by a scientific principle, such dangerous masquerading as that of those who pose as honest labor-unionists but instead have created and fostered the I. W. W., such mistaken reasoning as that of those who foster the socialism which spreads among the less informed of our citizenship—can lead nowhere save to disaster.

Hence I see as a gratifying sign the preparation to educate the ignorant among us and stimulate the more fortunate among us by formal commemorative exercises on an allotted day.

We in the United States have great cause to regard with pride this document the birth of which now is to be formally and generally celebrated for the first time. We have given it a test extending over 130 years and found it strong and good.

A certain obligation rests upon us of America. We have prospered. We have become wealthy through intelligence, but not wholly through intelligence; wonderful advantages and opportunities have been vouchsafed to us by an all-wise all-merciful, ever-generous Providence. Because of these advantages, it has been our privilege sometimes to lead the way in the world's advance toward better government. But we never must forget that our success must be complete before we can ask the world to follow in the path we have chosen.

Only through the development of the individual can the mass, or nation, be developed and made dignified, potent, righteous, and worthy of world-leadership. The Catholic Church and the Constitution are alike in regarding the importance of the individual as paramount. The church works for mass good through the salvation of the individual soul; the Constitution pledges this nation's government to a like procedure with regard to the nation's citizens.

From forge and farm and mine and bench,  
Deck, altar, outpost lone—  
Mill, school, battalion, counter, trench,  
Rail, senate, sheepfold, throne—  
Creation's cry goes up on high  
From age to cheated age:  
"Send us the men who do the work  
For which they draw the wage."

Words cannot help nor wit achieve,  
Nor e'en the all-gifted fool  
Too weak to enter, bide, or leave  
The lists he cannot rule.  
Beneath the sun we count on none  
Our evil to assuage,  
Except the men that do the work  
For which they draw the wage.

—Rudyard Kipling.

## LIFE WISDOM

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

—Benjamin Disraeli.

Put no new names or notions upon authentic Virtues and Vices. Think not that Morality is ambulatory; that vices in one age are not vices in another; or that virtues which are under the everlasting seal of right reason, may be stamped by opinion. Therefore, though vicious times invert the opinions of things, yet hold unto old morality; and rather stand like Pompey's Pillar conspicuous by thyself, and single in integrity.—*Sir Charles Brown.*

A moment's insight is sometimes worth a life's experience.—*Holmes.*

The crafty man is always in danger; when he thinks he walks in the dark all his pretenses are so transparent that everybody can see them.—*Tillotson.*

Economy makes happy homes and sound nations. Instill it deep.—*Geo. Washington.*

Promote frugality and industry by example, encourage manufactures, and avoid dissipation.—*George Washington.*

There is no proverb in the whole catalog of them more true than a penny saved is a penny got.—*George Washington.*

The superior man thinks of virtue; the small man thinks of comfort. The superior man thinks of the sanctions of law; the small man thinks of favors which he may receive.—*Confucius.*

Never has a man who has bent himself been able to make others straight.

—*Mencius.*

## TEXACO STAR

### ROOSEVELT MEMORIAL

Immediately after the death of Theodore Roosevelt there sprang up a demand all over the country for a memorial to perpetuate the influence of the ardent patriot and great man whose lifetime of strengthening public service should stand as an inspiration to the youth of this land. People of every class and interest showed a desire thus to express their own affection and esteem and to preserve his example and teachings for the benefit of future generations.

Responsive to this demand a non-partisan committee of his friends met in New York City on March 24, 1919, and organized the Roosevelt Memorial Association for the purpose of providing memorials in accordance with the plans of the National Committee. The plans will include (1) a monumental memorial in Washington, and (2) the acquisition, development, and maintenance of a park at Oyster Bay, which may ultimately include Sagamore Hill to be preserved like Mount Vernon and Lincoln's home at Springfield.

To carry out this program the Association will conduct a campaign during the week October 26-27 to raise a minimum of \$5,000,000 through millions of small subscriptions.

Friends of Colonel Roosevelt will pay all expenses. Every cent given for the memorial fund will be devoted to the promised purposes.

Colonel William Boyce Thompson, chairman of the National Campaign, will be assisted by a Campaign Executive Committee, and organizations will be constituted for every State of the Union, the District of Columbia, and the insular possessions.

It is expected that the bulk of the money will come in small contributions, and it is hoped that the free-will offerings will exceed the minimum set. No pressure for contributions will be authorized.

The offices of the Association are at No. 1 Madison Avenue, New York City. Checks should be payable to Treasurer Albert H. Wigin, of the Chase National Bank, New York City.

★ ★

We are founded as a nation of farmers, and in spite of the great growth of our industrial life it still remains true that our whole system rests upon the farm, that the welfare of the whole community depends upon the welfare of the farmer. The strengthening of country life is the strengthening of the whole nation.—Theodore Roosevelt.

Men interested in the petroleum industries will take a large part in the dedication of the new million-dollar Laboratories of the Bureau of Mines, Department of the Interior, at Pittsburg, Pennsylvania, on Sept. 29, 30 and Oct. 1. Instructive and important ceremonies have been prepared. These new laboratories, intended to cover the needs of mining and allied industries, will devote a large part of their energy to the problems that continually arise in the oil industry. They are, perhaps, the best equipped laboratories in the world to undertake the important petroleum researches.

★ ★

The following story is related of President Lincoln:

Once, when Lincoln sent an order to Stanton, his Secretary of War, Stanton tore up the order and said to the messenger:

"You go, back and tell Lincoln I say he is a damn fool."

The man went back and told Mr. Lincoln. "Did Stanton say I am a damn fool?" the President asked.

"He did."

"Well," said Lincoln, "Stanton generally knows what he is talking about."

★ ★

There is really a gleam of hope for mere worms of the dust. A Judge, a most extraordinary Judge, at Pittsburg has refused to grant a charter to a corporation whose object is to prohibit the use of tobacco in any form by any person for any purpose at any time and in any place—or something to that effect. The Pittsburg jurist inspires us to thank God and take courage. Can it be possible that we are to be permitted to enjoy a few rights after all?—"Harvey's Weekly."

### HINTS FOR INDUSTRIAL WORKERS

Medical Dept of Standard Oil Co. (N. J.)

1. Retire at a fixed hour. Make up for any irregularity by going to bed earlier the next night.
  2. Sleep with the window open, preferably both at top and bottom. Sleep with the feet, not the head, toward the window.
  3. Relax your mind and relax your muscles to go to sleep.
  4. Drink a glass of water on retiring.
  5. On retiring, turn the underclothes and stockings inside out for ventilation.
  6. Bathe the face and chest on retiring, and brush the teeth thoroughly.
  7. On rising, turn the bed clothing over the foot of the bed for ventilation.
  8. Drink a glass of water and brush the teeth.
  9. If time and convenience permit, take a full bath. If not, bathe, in addition to the face and chest, the armpits and other folds of the body. A knitted wash-rag should be used. Cleanse the finger nails and ears.
  10. It is good economy to have two pairs of shoes and wear them on alternate days. This often prevents soreness of the feet by changing the pressure from the shoes.
  11. A few deep breaths of fresh air at an open window or on the door-step will often give a better appetite for breakfast.
  12. Eat slowly and chew your food thoroughly. Especially in eating the evening meal, be regular, leisurely and temperate. Eat nothing that disagrees with you.
  13. Avoid constipation by going always at a fixed time to the toilet.
  14. If your work is indoors, try and walk briskly at least a mile twice a day in the fresh air.
- The Lamp.

## TEXACO STAR



Tractor used by The Texas Company at Ranger, Texas, for hauling pipe

"The tractor is taking the front line trench of oil field aggression in the North Texas districts. Various companies will soon have them doing heavy-hauling duty."—National Petroleum News.

### LUBRICATION OF FARM AND ROAD TRACTORS

W. M. DAVIS, Supervising Engineer, Lubricating Division



Road Tractor in Kansas  
W. M. Davis at right

technical literature at hand he must confess that he could obtain no accurate information and will assume that the tractor, like Topsy, "just grewed."

Agriculture is the basis of any country's prosperity. Just as mechanical power has increased production in manufacturing plants and reduced the cost of manufactured products, so its application to agriculture has increased the farm's productivity per acre and decreased the cost of producing farm products. No class of machinery has been of so great value in bringing about these improved conditions as the

farm tractor,—especially in these days of scarcity and high cost of farm labor. When asked by the editor of the Texaco Star to prepare an article on the Lubrication of Tractors, the writer planned to start off with the origin and development of the tractor and began to look for data on that subject. But after searching through all the

farm tractor,—especially in these days of scarcity and high cost of farm labor.

Steam-power tractors have been in use many years but were used principally for operating threshing machines and small saw mills. They were simply small steam engines and boilers mounted on wheels so that they could move from place to place by their own power.

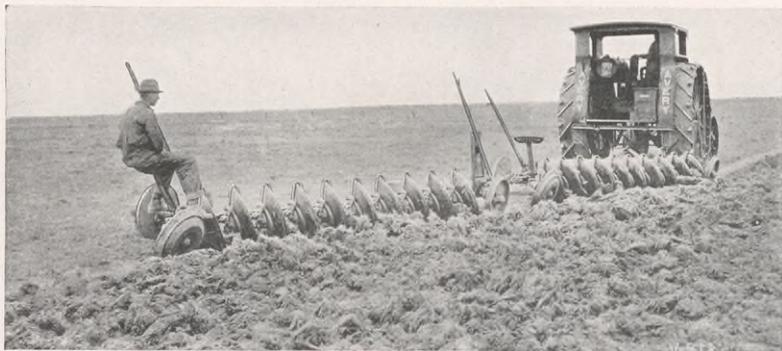
The tractor for general work—plowing, harrowing, etc.—did not come into use until the internal combustion engine, using gasoline or kerosene for fuel, had been perfected. Since then, that is within the last ten years, advancement has been so rapid that there are now, according to my latest information, 136 different makes of farm and road tractors on the market.

So acute has been the need for machinery



Moline Tractor on the Ben Johnson farm near Chickasha, Okla., lubricated with Texaco Motor Oil E. H. and Thuban Compound—Thresher lubricated with Pelican Oil. Photograph by courtesy of H. T. Hampton Hardware Company of Chickasha.

## TEXACO STAR



Avery 40-80 h. p. Tractor pulling two 10-inch disc plows in demonstration at Denver, Colo., June 1919

that would save time and labor for the farmer putting in his crops, and so rapidly have tractors been adopted, that there are now about 7,000 tractors in use in the State of Texas alone, and in the United States at the beginning of 1919 there were in use approximately 160,000 tractors. The present number is only a drop in the bucket compared with the number that will be used. It has been estimated that tractor manufacturers will make and sell about 300,000 tractors during the year 1919.

We learn that a large tractor manufacturing concern made a survey of tractor-using possibilities in various states, and found that the "saturation point" for tractors in the State of Texas is 380,000. By this is meant that if all the farm work in the State that could be done with tractors was done by tractors, it would require 380,000 tractors to do it. One tractor firm had 1,500 tractors in use in Texas on April 1st and planned to manufacture and distribute 15,000 machines this year.

Nearly all makes of tractors now in use are fitted with carburetors so that either gasoline or kerosene or other distillate oils can be used, the practice being to start the engine with gasoline and when thoroughly warmed up, to turn on the heavier fuel oil and use it until shutting down. About ten minutes before stopping, the kerosene should be cut off and gasoline turned on. The object of this is to use the kerosene entirely out of the fuel line, carburetor, and cylinders, so that the engine will start again readily.

Let us now turn to the phase of the subject that most interests us as oil men. On account of limited space we can touch only

the 'high spots' of the topic of tractor lubricants and lubrication.

Lubricants are used to prevent or reduce friction, and someone has aptly said that friction is the highway robber of mechanical energy—tending to bring all matter in motion to a stop. If it were not for the thin film of lubricant between the surfaces of the bearings and journals, the most powerful locomotive could not start a train or keep it in motion. If it were not for lubricants, a farm tractor could not plow an acre of ground without ruining the cylinders, pistons, and bearings. So the matter of lubrication, and a proper understanding of its requirements, is of the greatest importance to anyone who has to do with the operation of tractors.

The tractor manufacturers in their books of instruction to operators all lay great stress on the importance of lubrication. One manufacturer is so emphatic on this point that the book of instructions says, that without suitable lubrication the tractor could not run five minutes. A book of instructions put out by a well known tractor manufacturer says:

"The first and most important thing in caring for a tractor is to *at all times see that all the parts are properly lubricated*, not only with oil and grease but the very best that can be obtained. It is the height of folly to think that one can economize in the expense of operating a tractor by use of low grade or unsuitable lubricants. The best is always the cheapest."

At first thought you would not expect to find similarity between the duties performed by an aeroplane engine and a farm tractor

## TEXACO STAR



Moine Model D Tractor using Texaco Motor Oil Medium and Thuban Compound and Gasoline on the ranch of Mr. Tom Powers near El Paso

The tractor is pulling a mower cutting an 8-foot swath through alfalfa on exceedingly soft ground where a team would bog down. Mr. Powers is one of our very best friends and customers, and fortunately he appears in this picture. (For these photographs from El Paso District we are indebted to Auditor A. M. Chase who took them while on a recent trip through that district.)

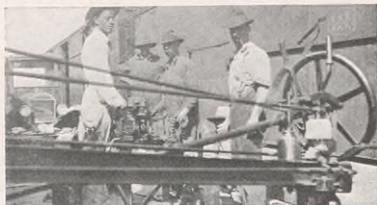
engine. One does its work up in the air, the other plods its way along the ground. But the duties performed by each are similar in this respect: both aeroplane engine and tractor engine work for the greater part of the time they are in operation at their maximum powers. In other words they are loaded to full capacity, and have all that they can drag—the one dragging an airship through the air at high speed, the other dragging plows or other implements through the soil at slow speed—with the engines working under full load. On the other hand, the automobile or motor truck, especially in level country, is very seldom, and then only for short periods, working to full capacity.

The writer, having served for nearly a year as Lubrication Engineer at one of the largest aviation fields in the country where 100 to 150 ships were in the air every day, and having afterwards been Supervising Lubrication Engineer for all the Southern Army Aviation Fields, can say of his more recent experience with tractors that the lubricating requirements of farm tractor engines and aero engines are far more severe than for automobiles or motor trucks. The tractor engine, like the aero engine, operates at high speed and at high temperatures (especially in warm climates) and at full power. It is reasonable, therefore, to suppose that an oil which has proved satisfactory in an aeroplane engine will give equally good service in a tractor engine.

Right here it might be well to remark for the benefit of those who may have heard or read that castor oil was used in aero engines, that with the exception of two French types of engines with rotating cylinders (of which very few were in use and those few used very little), all of the fixed cylinder engines,

such as the Liberty, Curtis, and Hispano Suiza, with which possibly 99 per cent of the flying was done, used straight petroleum oil conforming with the specifications based on tests which had been very carefully worked out by the specialists in the oil and lubrication branch of the air service at Washington.

What are the requirements for a good tractor oil? Let us say that they are the same as for a good aero engine oil. That is (1) it shall have a good body, or *viscosity* as it is called in the oil trade; (2) it shall cling well to the hot surfaces of cylinders, pistons, and bearings; (3) it shall have good heat-resisting powers, in order that it will not give off an undue amount of vapor under the heat to which it is subjected; (4) it shall be of such a nature that whatever oil works past the piston rings into the combustion space will burn up clean, or with very little carbon deposit and the little car-



Unloading several cars of Moine Tractors at El Paso, Texas

Auto Mechanic Barber of El Paso Station (with the "Arkansas Meerschaum" in his mouth) is assisting in the lubrication of these tractors as they come out of the cars.

## TEXACO STAR



J. I. Case Threshing Machine on the ranch of Mayor Charles Davis of El Paso  
Both the threshing machine and the tractor furnishing power are using Texaco Products.

bon formed be soft and easily removed.

All of these characteristics are embodied in the various tractor oils furnished by The Texas Company. These oils, while varying somewhat in their tests to meet the requirements of different types or makes of tractor engines, are all made by the same careful methods and conform to the same proportional tests as the aero engine oils used at all the Aviation Fields. So, when a farmer or tractor operator is using these Texaco products he can be sure he is using the best lubricants that can be had.

To use a poor or unsuitable oil because it is low in price would be the height of folly. Cut or scored cylinders, or worn out bearings or piston rings, and the consequent delay for repairs in the height of the season when every hour counts in getting the ground ready for seed, cost infinitely more than the difference between the ordinary and a high-grade lubricant.

Keep in mind the fact that a high-grade lubricant requires, to begin with, a good grade of crude oil; then it must go through a number of processes in the course of its

manufacture that require great skill and experience, and be carefully tested from one process to another. Naturally such oils cost more to produce than oils for ordinary machinery use.

Among the things to be looked after in the operation of tractors of special interest to oil men, is the fact that all tractor manufacturers stress the importance of draining the used oil from the crank case at frequent intervals and filling with fresh clean oil. Especially is this emphasized for tractors that use kerosene for fuel, in which the pistons do not usually fit the cylinders as closely as in engines that use gasoline. Some of the fuel oil will work past the pistons down into the crank case and contaminate the lubricating oil, reducing its viscosity so that it will not form a proper seal between the pistons and cylinders. Most tractor companies recommend that the oil be drawn off after every 30 or 60 hours of operation.

In the oil man's work of marketing lubricants complaints may arise, but he can rest assured that, if the proper oils have been used, the fault will not lie with the oil. Look for the trouble elsewhere. The oil may not have been changed often enough. The oil pump strainer or pipes may have become clogged with dirt. The oil may have leaked out of the crank case. The piston rings may be worn out or broken. Kerosene used in cleaning may have been left in the crank case and made the oil too thin. Any of these may cause trouble and damage the engine.

To inject a little "human interest" into this article I give an interesting and amusing incident, described in extracts from a technical report by Houston District Engineer-Salesman H. D. Gohlman:

As stated in my Technical Report a short time ago, Mr. F. has a tractor, and at the time of my



Quick Delivery Truck and Engineer Jesse Warren  
of El Paso Station

This Q. D. Truck was used to carry Texaco lubricants and gasoline for charging the tractors as fast as they were unloaded, after which they rolled away on their own power.

## TEXACO STAR



Moline Tractor at Alamogordo, N. M.

The gentlemen shown are Messrs. Gifford and Baldonado, agents for this tractor, who use Texaco lubricants and gasoline exclusively in the tractors they put out.

first report on this subject he had been experiencing a good deal of trouble, all of which was blamed on our Texaco Tractor Oil C. After trying several different oils from competitive firm the trouble was found to be with the tractor, and the tractor people made the engine good by sending Mr. F. another.

He had three barrels of oil on hand, namely one of Texaco Tractor Oil C, one of another Texaco oil, and one of a competitive oil. When he started his new tractor a competitive oil was used, and, of course, worked all right. A barrel was used up before he could get another barrel of oil. Still another barrel was used up before the competitive oil arrived, so that all that was left on the farm was a barrel of Tractor Oil C.

Mr. F. did not know what to do, as he had to get his ground in readiness as soon as possible in order to get his crop in, and as it was late in the evening he could not have the oil sent out and he had to run the tractor all night. He told his engineer that he did not want to stop, and as they had the Tractor Oil C, they would try it again, but that it was very much against his will. He told the engineer to clean the crank case, put the Tractor Oil C in and watch the engine carefully to see that it did not get hot. He then went back to his home.

About twelve o'clock that night, Mr. F., not being able to sleep on account of worrying about his tractor running on this Tractor Oil C, gets up and goes out to the field. On reaching the machine he inquired of the engineer how it was working. The engineer said the tractor ran better than he had ever seen it run and so far he could not feel any heat to amount to anything.

Mr. F. was more than surprised and is now using Tractor Oil C exclusively. When he came into the office today he had a smile on his face and exclaimed: "Do you know the best tractor oil in the world?" "Oh," said our Agent, "I suppose it is the ——— Company's tractor oil." "No," said Mr. F., "it is your Texaco Tractor Oil C." This came as quite a shock to us, as he had been so heartily against it at first. He then told the above story.

Mr. F. advises us that he only uses half as much

of Texaco Tractor Oil C as he did of the competitive oil and that his engine runs much more smoothly, altogether free from heat, as he puts it.

So much for the cylinders and bearings. The gears are just as important and as susceptible to wear and as much in need of proper lubrication as the cylinders and bearings, but the requirements are different. For this service something is needed that will cling to the surfaces of the teeth of the gears and keep them from direct metallic contact, thus preventing wear, and also deadening the noise. An oil suitable for cylinders and bearings would not be heavy or adhesive enough for this service. An ordinary grease, such as is used for greasing axles and bearings, is heavy bodied enough but is not adhesive enough. It is too apt to be thrown off by the rapidly revolving gear wheels, leaving the teeth of the gears bare. The lubrication that will give the best and most lasting results would be obtained by the use of some of the more heavy petroleum lubricants, such as Texaco Crater Compound or Thuban Compound. The first named for large and slow speed gears, the last for smaller and high speed gears. In using either of these Texaco products the gear case should be filled just enough for the teeth of the largest gear to dip into it and carry it up and over the other gears. If the gear case is perfectly tight one filling should last a long time. If dirt gets into it it should be changed occasionally.

On some makes of tractors the small motion parts are lubricated with grease by means of compression grease cups. These motion parts, unless kept well lubricated, will wear rapidly, so it is important that the grease used should be of good quality. Some makes of greases are improperly compounded and the oils used in compounding are of such poor quality that their continued use will result in injury to the bearings. The various grades of Texaco Star Greases are properly made and have for their base the best grades of petroleum oils. If they are used there will be no damaged bearings.

Don't buy what you don't need. Think first how many *hours of work* each purchase will cost you. Steady saving will bring a home, a business, or something else *worth while* within your reach.

Every loafer ought to think three times a day: "Who earned this meal I am deadbeating the world out of?"—*Geo. M. Bailey.*

The non-combatant population is sure to fare ill during the ages of combat.—*Bagehot.*

## TEXACO STAR

### LETTERS OF A SELF-MADE FAILURE—No. 7

By MAURICE SWITZER

Copyright by Leslie-Judge Company—All rights reserved

Ten letters from a "self-made failure" who had found success, to a younger brother, which should be helpful for avoiding some of the mistakes that endanger a young man's business career.

"It is less important to know how one man attained great success than it is to understand why a thousand men became utter failures."

Oldburg, May 10, 1913.

Dear Bob:—I have considered the matter you submitted to me, and on general principles I would advise you to keep your hands off. It sounds good, but there is a wide difference between propositions that sound good, and good sound propositions.

You seem to have the confidence and friendship of your employer. It was proper for you to consult the boss, but even though he is apparently willing that you take on outside work, the mere fact that other interests are claiming your attention will eventually create the impression that he is not getting your maximum efficiency. No matter how well you serve him, that idea is bound to grow in his mind, and when the head of the house begins to feel that way about you, the fellow who is looking for your scalp will water the seeds of doubt until they blossom into distrust, and sooner or later you will have to buckle on your skates.

It will be necessary to devote time and thought to your outside venture if you hope to cash in any profit, and even then you may fail to make it pay. If you don't give it the requisite attention it will not amount to anything. It's all right to say that you're not risking a dollar, but time is more than money. Lost money may be recovered, but yesterday is dead.

Concentration, consistent and persistent effort in one direction, is the surest road to success. You'll never win in a big way—except accidentally—if you scatter your energies. Keep your mind on your job, specialize in your particular business and try to know as much about it as the man who created it, and, barring misfortune, you'll make more out of that knowledge than you will out of any chance success outside of your business.

Your present salary isn't a fortune, but it's the interest on \$40,000; don't jeopardize that.

When I came back to this town about nine years ago, it was generally tipped off that I had fallen down in New York and made a mess of things. The village swells passed us up as though we had measles in the family. My experience with "class" had hardened me, so I was able to bear up; but it was a little tough on Emily.

It would have been easier to go on in the Big Town, living on a bluff and getting deeper in the hole, and had I consulted my pride I would have done so. But somehow, the fact that I had been slaving so long for landiards, tailors, milliners, and modistes began to take root in my mind and get on my nerves. That was the dawn of reason. Anyhow, when I got on to myself, I summoned the necessary cour-

age and chucked up a \$6,000 job that was costing me \$6,500 a year to live up to, and accepted one for \$4,000 here, where I could cut my living expenses to \$1,500 per annum, and still not be compelled to dwell under the same roof with dolls, chickens, or con-artists.

This act was the first sign of real intelligence I had displayed in about ten years.

Today I have a half interest in this business, which is growing right along under my management. I own the house we live in free and clear, and I'm worth about \$35,000. I got it by saving \$1,500 a year for six years and being in a position, when one of the partners died, to buy out his interest for cash.

Such is the power of a dollar. Don't despise it. I never knew what real happiness was until I began to see myself in a comfortable position against old age.

I've always worked pretty hard, as you know, and faithfully too, and I've made all the mistakes I'm trying to save you from; but the biggest mistake of all was not saving my money.

Possibly if I hadn't been all brands of a jackass I might have accumulated a good-sized bank roll, continued to live in New York, and some day a plausible guy with a nice ripe proposition would have come along and taken it away from me.

There is no reason why you shouldn't have better luck, nor is there any reason why you should; but don't spoil your chances by arousing suspicion that you are not satisfied with your salary, or that you are not devoting your undivided attention to the interests of your house.

Stick to this policy, save your coin, take no chances in outside ventures and at the end of a few years, which roll around fast enough, the ready money you have will recompense you for any loss you may have suffered in lack of appreciation.

One thought more: No business man thinks much of a chap who can't save his own money. If you can't take care of your own dollars, your boss is not going to pick you as a likely individual to guard and increase the assets of the house. No matter how straight you are, what ability you possess, there is nothing that makes so favorable an impression on the head of the house as that polite independence which is born of a little cash balance to your credit every month in the year.

Your affectionate brother,

Jim.

Taking a side-line is like courting two girls: you're bound to be found out and lose the better one, and you'll never be happy with the other one.

# TEXACO STAR

## DEPARTMENTAL NEWS

The Managers of the respective Departments have assigned to the gentlemen whose names are here given the duty of sending to the *Texaco Star*, so as to be received by it on or 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.	C. K. Longaker, Houston
Natural Gas Dept.	D. P. Harrington, Fort Worth
Fuel Oil Dept.	E. B. Joyner, Houston
Railway Sales Dept.	E. B. Joyner, Houston
Marine Dept.	A. V. Corley, Port Arthur
Legal Dept.	T. H. Matters, Jr., New York
Treasury Dept.	H. Tomfohrde, Houston
Comptroller's Dept.	Lee Dawson, Houston
Insurance Dept.	P. A. Masterson, New York
Sales Dept. S. Territory	Roy B. Wright, New York
Sales Dept. N. Territory	R. C. Galbraith, Houston
Asphalt Sales Dept.	S. Slattery, New York
Export Dept.	C. E. Murphy, New York
Purchasing Dept.	J. B. Nielsen, New York
Railway Traffic Dept.	J. E. Byrne, New York
Producing Dept.	J. T. Rankin, Houston
Pipe Lines	W. B. Painter, Houston
	R. W. Plummer, Houston
	A. M. Donoghue, Houston

## REFINING Recent visitors at the Port Arthur Works from other offices and Departments:

J. D. Barton, Lubricating Engineer, Denver.  
 C. C. Blackman, Supt. West Dallas Works.  
 Hugo Bonham, Lub. Eng., Birmingham.  
 P. H. Burger, Lub. Asst., Houston.  
 R. D. Cottingham, Houston Office, Refin. Dept.  
 F. J. Davis, Lub. Eng., Atlanta.  
 E. L. Drake, Supt. Case and Package Division.  
 M. A. Dyer, Supt. New Orleans Sales District.  
 A. F. Pegan, Supt. El Paso Sales District.  
 R. C. Galbraith, Genl. Lub. Asst.  
 C. C. Hawkins, Supt. Port Neches Works.  
 F. C. Kerns, Chief Clerk, Lub. Div., Houston.  
 C. D. Lucas, Ch. Clerk, Shreveport, Ref. Dept.  
 Claude McClellan, Lub. Asst., Dallas.  
 P. H. McNemer, Supt. Dallas Sales Dist.  
 F. T. Manley, Asst. Manager Ref. Dept.  
 V. B. Pevoto, Supt. Port Arthur Terminal.  
 J. M. Prewitt, Lub. Eng., Oklahoma.  
 Wm. Reynolds, Lub. Asst., Atlanta.  
 P. C. Scullin, Asst. Manager, Ref. Dept.

The official grocery clerk who took orders for Uncle Sam's surplus food supplies said that over a car load had been ordered by employes at the Refinery, the money involved amounting to about \$10,000.

A member of the Fuel Department at Port Arthur Works was recently heard to remark that with a force of some 30 men his boilers generated over 20,000 h.p. Officials take warning, this is some steam.

Returned from military service last month:

Albers, C. T.	Grayson, Lee.
Becker, Meindert.	Holcomb, J. W.
Bounds, Bruce.	Hanna, W. D.
Boudreaux, S. A.	Hunt, B. V.
Borden, F.	James, L. H.
Bruce, Brewton.	Massey, J. L.
Cayard, B. H.	McBride, Russel.
Clements, E. R.	McDonald, H. M.
Collins, J. C., Jr.	McCracken, H. E.
Cornelison, Joe.	McFarland, I. B.
Dunbar, R. B.	McKee, J. H.
Dyson, J. A.	Pettigrew, Paul.
Fournette, W. J. B.	Regan, J. A.

Robicheaux, Henry. Whatley, I. E.  
 Stine, C. L. Crist, F. D.  
 Tolar, B. A. Wichman, C. L.  
 Wassenick, E. H.

M. F. Thompson has been added to the Electric department at Port Arthur Works. Mr. Thompson was previously manager of Prairie Grove Electric Co., Prairie Grove, Ark.

D. M. Phillips, Ass't. Engineer at Port Arthur Works, has been sent to Jacksonville, Fla., for a few weeks' special work. Mr. Phillips seemed pleased to be able to combine business and pleasure. Vacations for returned military men will be scarce this year, and his countenance was bright upon his return from Houston with the information that he was to go to Jacksonville.

What caused the sudden return of F. B. Capen to the Port Arthur Works recently? Why, the arrival of a 9-lb. baby boy, whom they are going to name Frederic Ogilvy.

Sarah Francis, weighing eight and one-half pounds arrived August 22, to make her home with Mr. and Mrs. W. G. McGowan.

The Port Neches baseball team, the Texaco Stars made a clean sweep of the three-game series with the Leesville, La., team, winning 4 to 0, 7 to 0, 12 to 0. Makes 27 games won and 1 lost this season.

Buddie Currie, the all-round player on the Stars' club, who has been doing the bulk of the catching this season, but who has played all positions with marked success, today proved he could pitch, too. He held the visitors to four hits in the morning game today and won the hearts of the Port Neches fans, who made a great demonstration over him when he finished the game. Currie came here from Kentucky, where he has a reputation as a ball player. He has been one of the most important factors in the Stars' success this year.—Beaumont Enterprise.

Aug. 20.—In a thrilling three-game series at Port Neches with the Lafayette team, the Texaco Stars today won the last game, taking two out of the three games. The Stars won the first game, Lafayette the second in a ninth-inning rally. But the inability of the team from Louisiana to connect with the slants of Taylor, together with the hitting of the Stars, was too much for Lafayette, and the Stars reaped home today with the large end of the 7 to 6 score.

—Beaumont Enterprise

## WATER SHIPMENTS BY THE TEXAS COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF AUGUST 1919

Refined—Coastwise.....	1,535,787 bbls.
Refined—Foreign.....	285,204 bbls.
	1,820,991 bbls.
Crude—Coastwise.....	120,653 bbls.
Crude—Foreign.....	14,726 bbls.
	135,379 bbls.

"Do you see that young fellow over there?" said the manager of the factory. "He's made up his mind that some day he is going to get my job away from me."

"Is that so? I shouldn't think you'd keep him around here then."

"Great Scott, man! I'd be mighty lucky if every fellow in this plant had the same idea."—Ex.

"This seems to be a very dangerous precipice," remarked the tourist. "I wonder why they have not put up a fence?"

"Yes," answered the guide, "it is dangerous. They had a fence here for years, but no one fell over the precipice so they took it down."—Ex.

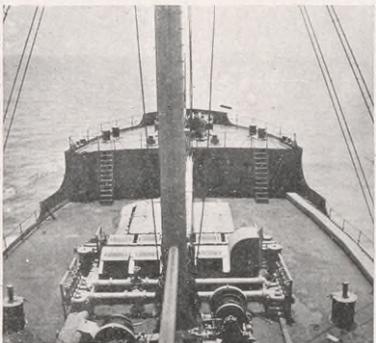
Thrift today means Happiness tomorrow. Keep on buying W. S. S.

## TEXACO STAR

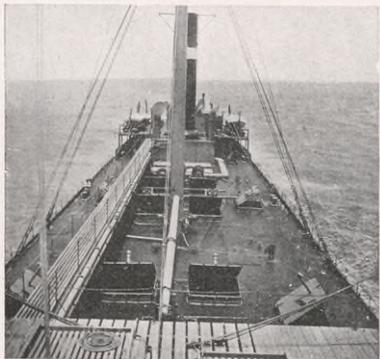
The following photographs were taken by P. L. Gumaer of Port Arthur Works on a recent trip from Bayonne to Port Arthur on board our S.S. *Georgia*:



S.S. *Georgia*.—The bridge seen from the forecandle.



Looking forward from the bridge.



Looking aft from the bridge.

Page fourteen



On the Bridge.—Mr. Parker sights a ship.



Shooting the sun on S.S. *Georgia*.



Chief Bucklin, Alex Treiberg, Hartford, and a fireman.

Another reason the Japanese can get along with less earnings than Americans is that the Japs have had their present fashions in women's attire for 2500 years. The white people of the world haven't that much sense.—Geo. M. Bailey.

A French writer asserts that the French people count more on the 15,000 marriages between American soldiers and French girls to cement the bonds of friendship between America and France than on the League of Nations.

## TEXACO STAR



Alex Treiberg and the dog he taught to sit up.



Chief Bucklin with his kitten, Alex with his dog, and Mr. Cohen with his full dress suit. Mr. Cohen was working his way to Texas as mess boy; he was a hero and had seen all kinds of service in the war, but he *would* dress up.

### Clipping from Lockport Works:

#### GETTING RESULTS FROM YOUR DEPARTMENT

It is possible that the reason you are not more successful as a man in charge of several workmen, is because you try to do too much of the work yourself.

As an executive, you are not paid for what you can do with your hands.

You are paid to plan, and then see that those plans are carried out as quickly and accurately as possible, under your supervision.

Suppose it is possible for you to make \$5 a day for your firm and your men lose from \$8 to \$15 a day because you are so busy that their work is not laid out in a way to make time.

You have an idea that the concern which employs you might be able to dispense with your services if it should be noted that you are walking about and apparently doing nothing.

The little firm, composed of men who are not thoroughly versed in business management, might have such an idea; but large, successful corporations or employers in big business, know better than that.

If your department turns out a better and big-

ger quantity of work than your predecessor did, you, who can produce these good results, are valued for the head you show in management.—*J. J. Munday.*

Tampa Terminal enjoyed a two-days visit in August by Superintendent D. J. Moran of the Southern Terminals. He seemed to be well pleased, or at least was all smiles.

W. B. Williams, Chief Clerk of Southern Terminals, visited us in July, and would have enjoyed motoring to St. Petersburg had there not been so many cattle to interrupt traffic.

Superintendent R. G. Collins is much pleased with Tampa, but thinks there would be a wonderful stride forward if Jew motorcycle cops were employed.

M. A. Hurst spent the week end at Clearwater Beach. He does not care to swim, but likes—the latest styles and shades in bathing suits.

In the New York Office of the Northern Terminals Division we have Max Taradash with us again, after serving two years with the American E. F. in France.

F. W. Kruger is the proud father of a daughter born July 3, 1919.

We regret to report the resignation of Mrs. R. E. Donohue.

Providence Terminal has two additions to the Family report:

Katherine Edith made her arrival at the home of her father Thomas Galligan, June 23, 1919. This accounts for friend Tom being so hilarious of late.

On August 4, 1919 the stork left a bundle weighing six pounds at the home of Mr. and Mrs. J. A. Hill. The father evinced a little disappointment over the arrival of another boy. Well, the joy that a baby brings will soon dissipate this feeling, J. A.

Providence Terminal sends this poem:

#### THE CROWN OF SERVICE.

Never mind the heights of glory, never mind the distant goals;  
We may strive for them and miss them and it will not harm our souls,  
It's the many petty failures that should trouble every man;  
Are we failing to be helpful when we should and when we can?  
Never mind the mountain summit, all life's beauty isn't there;  
All success is not in standing where the many never fare.  
And the things that ought to vex us as we journey on life's way  
Are the kindly words of comfort and of cheer we've failed to say.  
It's the failure to be honest and the failure to be true,  
And our blindness to the many little deeds that we could do  
That would smooth the way for others and would break the clouds of doubt,  
Not the big and selfish failures that we ought to fret about.  
We may never climb the mountain, we may never rise to fame,  
We may fail to win distinction, but earth's joys are ours to claim;  
And he wins the crown of service who has helped when'er he can—  
Never failed in deeds of kindness, never failed to be a man.

—Edgar A. Guest.

## TEXACO STAR

### LEGAL DEPT.

After a service of some ten years or more with the Legal Department, J. S. Ballard has recently been transferred to the Executive Department as Secretary for Employes' Benefits. While we regret his leaving the Legal Department, we are glad of the advancement that has come to him, and we wish him success in his new work. We shall miss his constant presence among us, his shining dome and startling cravats, and his immense hulk sprawled over our furniture while reading our private correspondence. Even our fast fading derby will breathe a sigh of relief and begin life anew, now that it no longer will substitute for the drum in his orchestra. We hope he will be treated good in his new position. He deserves a better fate than to be put to work this late in life, but no doubt he will be able to make such arrangements as will enable him to catch up with his resting at any time, as in the past with us.

A recent addition to the Company's Staff of attorneys at Houston is Conrad J. Landram, who came to us on July 1 after a year or more in the Army. Mr. Landram is a native Houstonian, and is a graduate of both the University of Texas and the Harvard Law School. He is easily the handsomest member of the Department, even as Mr. Ballard could always be counted on to finish last in a beauty contest, and we welcome him as a notable addition to our club of eligible bachelors.

F. C. Pannill, attorney for the Company, with headquarters at Tampico, is on one of his periodical visits to the States, and after a business trip to the New York Office, is spending a few days with us before returning to Tampico. Mr. Pannill is one of our former associates here, and we are always glad to have a visit from him.

Other visitors to the Department include Wm. T. Donaldson, patent attorney for the Company at Port Arthur, who has made several trips to Houston during the past few weeks. He is preparing to leave shortly for a visit to the New York offices on patent matters for the Company, and expects to be absent about six weeks before returning to Port Arthur.

Of course, it is just naturally human nature—or perhaps a fellow feeling—that impels men to condemn the scoundrels and excuse the boneheads. But the boneheads do the most mischief just the same.

—Geo. M. Bailey.

### COMPTRROLLER'S DEPT.

Mr. M. A. Harrigan is back in Houston after an absence of several years. Mr. Harrigan was formerly an accountant in our General Office, and later traveling Auditor for the Export Department.

Page sixteen

From New York among tall buildings to tall corn in Houston back yard.

Or, a diversion from audit figures to cornfield measurements.

Relative heights  
The farmer, 6', 1½";  
the corn, 15', 7".

Auditor R. L. Irwin



### SALES DEPT. S. TERRITORY

All Departments in Houston are interested in a plan for a social club for all employes of the Company, to be called the Texaco Club. It is proposed to have one or two get-acquainted entertainments every month. On the evening of August 22, in the hall of the Elks Club, the first dance and entertainment was given. The Texaco Employes Band proved itself an excellent orchestra. The band of 35 pieces, as newly organized and trained in only five rehearsals by Joseph A. Gedeist (of the Texas Pipe Line Company), rendered with surprising skill a dance program of 15 numbers. Three special selections were also given:

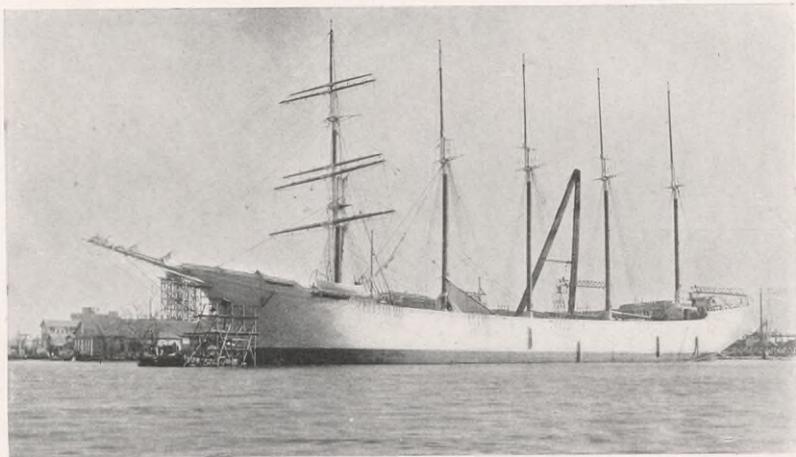
Violin Solo: Selected.....M. B. Wylie  
Accompanist, Miss Maude F. Farmer  
Vocal Solo: Selected.....H. R. Gates  
Accompanist, Miss Lila Bell Gates  
Overture: Princess of India.....Texaco Band

The proposed club and the band deserve full cooperation, and Leader Gedeist's earnest endeavors should be supported by all who have talent for instrumental music.

Speaking of things of interest to all Departments, one that is meeting the hearty appreciation of all who speak from experience is the new lunch service in the Home Office Building conducted by Mrs. M. B. Barnes. The lunches have been so good and so moderately priced, that a demand has arisen for a breakfast, and Mrs. Barnes has arranged for this extension of her useful and convenient service.

HOUSTON DISTRICT.—We are glad to announce the safe return of W. H. Symms after fifteen months service overseas with the 23rd Engineers, having received three gold service stripes and five gold stars. W. H. Symms is the son of H. G. Symms, head of Credit Division of Treasury Department.

## TEXACO STAR



Big Schooner "City of Galveston" recently launched at Orange, Texas, from the Henry Piaggio Shipyards

This is the eleventh boat launched at Orange, leaving with a complete supply of Texaco Petroleum Products. This ship, like her predecessors, sails with complete Texaco supplies, including 30,000 gallons of Marine Fuel Oil, 60 barrels of Ursa Oil, one-half barrel No. 3 Cup Grease and six drums of Gasoline and 25 drums of Crystallite for her auxiliary power equipment, which consists of the regular Fairbanks-Morse Marine Oil Engine. Her destination on her maiden trip is Montevideo, South America, and she carries lumber.

DENVER DISTRICT.—The Lyons, Colorado Station has been completed and will be opened with U. S. Gilger as agent.



Salesman F. W. Towne writes:

"The Pecos Valley has been somewhat neglected in the *Star* because of our neglect I presume. It occupies an unusual place in the annals of the Company, however, as I believe it is uncommon for us to have a lady as Station Agent in a carload shipment station. Artesia, N. M. enjoys that distinction, and Mrs. C. S. Meece is one of our most satisfactory agents.

"Charles S. Meece had served as Agent at

Artesia, N. M. Her destination on her maiden trip is Montevideo, South America, and she carries lumber. She had been transferred to the territorial position in the Pecos Valley, and about four years ago had taken Artesia Station on a commission basis. He succeeded in working its gallonage up to very creditable figures, and held about 90 per cent of the business in gasoline, crystallite, and lubricating oils done in Artesia. Mr. Meece succumbed to an attack of pneumonia last January, and Mrs. Meece has managed it since that time. Her sales have held up the same proportion of the total business in Artesia as before.

"This picture shows Mrs. Meece inspecting the seals of the first car of gasoline received by her."

Corporal J. H. Barton returned last month from Camp Merritt and resumed his duties in the District Office.

Lieutenant M. K. Patrick has returned from overseas and resumed duties at Denver Station.

Robt. Blaylock, formerly salesman at Poughkeepsie, N. Y., has reported for duty in Denver.

In a garage at Albuquerque is posted:

"Don't smoke around the tank. If your life isn't worth anything, gasoline is."

ATLANTA DISTRICT.—We are glad that E. H. Browder will be with us permanently as Assistant Superintendent.

Our sympathy goes out to Superintendent J. S. Jones in his sorrow for the recent sudden death of his father.

S. A. Redwine, formerly clerk in District Office, has been united in marriage with Miss Lucile Brady, one of our efficient ma-

# TEXACO STAR



Anniston, Ala. Station

Photographed on July Fourth—note the flag pole and the flood light to illuminate Old Glory.

chine operators. Our best wishes are extended to the happy young couple.

For the month of July Atlanta District exceeded all previous records on both collections and sales. Our field men are congratulated on this achievement.

Construction Foreman H. J. Clark has returned to the service of the Company after an absence of several months.

L. B. Bennett, former Agent at Jacksonville, Fla., has returned from the Army, and has been appointed Salesman, Jacksonville headquarters.

C. M. McMullen, former Agent at Augusta, has returned from overseas, and has been appointed Salesman, Anderson, S. C., headquarters.

Otto Dutsen, who has been night watchman at Charleston, S. C. Station ever since we can remember, recently paid the District Office a visit.

## NEW YORK DISTRICT.— N. TERRITORY SALES DEPT.

In recent issues of the *Star*, we reported several record deliveries made in New York District, and asked the other Districts if they could match or break those records. Not seeing any answer in the *Star*, we assume that the New York District's record held. Therefore several of our men set out to break the record of their own District:

Deliveries out of New Rochelle, N. Y. Station, on July 26, 1919:

Truck L-332.—Capacity 745 gallons,  
Driver.—Charles McCarthy:

GALLONS DELIVERED	DELIVERED TO	DISTANCE FROM STATION
450	Yonkers, N. Y.	12 miles
295	Mount Vernon, N. Y.	5 miles
650	Mount Vernon, N. Y.	5 miles
295	Yonkers, N. Y.	12 miles
495	Yonkers, N. Y.	12 miles
250	Yonkers, N. Y.	12 miles
325	New Rochelle, N. Y.	2 miles
210	New Rochelle, N. Y.	2 miles
200	Mount Vernon, N. Y.	5 miles
1,040	Bronxville, N. Y.	7 miles
250	Local	Local
4,760		

New Rochelle Station, July 26, 1919:  
Truck L-127.—Capacity 745 gallons,  
Driver-Agent.—M. M. Johnson:

435	Mount Vernon, N. Y.	5 miles
200	Mount Vernon, N. Y.	5 miles
545	New Rochelle, N. Y.	2 miles
250	Local	Local
250	New Rochelle, N. Y.	2 miles
450	Larchmont, N. Y.	4 miles
295	Larchmont, N. Y.	4 miles
200	Local	Local
500	Local	Local
745	New Rochelle, N. Y.	2 miles
440	New Rochelle, N. Y.	2 miles
745	New Rochelle, N. Y.	2 miles
295	New Rochelle, N. Y.	2 miles
5,350		

Schenectady, N. Y. Station.—Agent H.R. Russell received a new truck on July 30, and if the deliveries made on the following day, July 31, are to be taken as a criterion, Schenectady Station will have a high percentage in efficiency:

Truck AA-569.—Capacity 340 gallons,  
Driver.—Matthew Le Veille:

90	Lock No. 9	9½ miles
200	Rotterdam, N. Y.	2½ miles
200	So. Schenectady, N. Y.	2½ miles
200	Glenville, N. Y.	3½ miles
200	Schenectady, N. Y.	2 miles
400	Schenectady, N. Y.	1½ miles
400	Carman, N. Y.	5½ miles
200	Schenectady, N. Y.	1 mile
400	Schenectady, N. Y.	2 miles
2,290		

And still here's another record-breaker—White Plains, N. Y. Station:

Ford Car 3163.—Capacity 150 gallons,  
Driver.—J. P. Donlin:

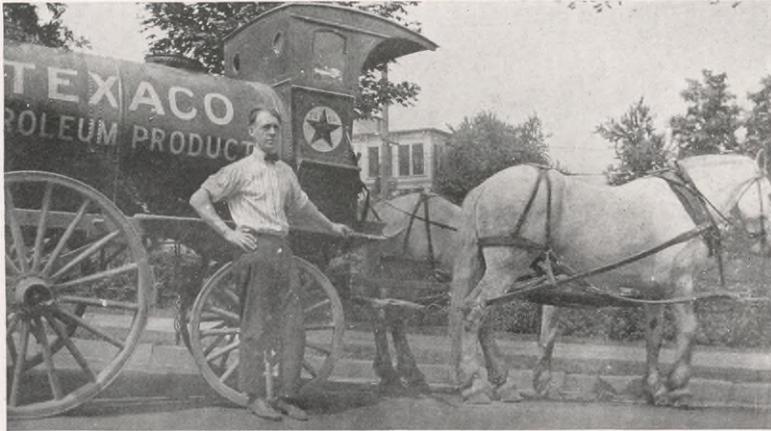
150	White Plains, N. Y.	2 miles
450 (3 trips)	White Plains, N. Y.	6 miles
10	White Plains, N. Y.	1 mile
300 (2 trips)	White Plains, N. Y.	4 miles
100	White Plains, N. Y.	1 mile
200 (2 trips)	White Plains, N. Y.	1 mile
100	White Plains, N. Y.	1 mile
200 (2 trips)	White Plains, N. Y.	4 miles
450 (3 trips)	White Plains, N. Y.	6 miles
155	Hartsdale, N. Y.	10 miles
30	Hartsdale, N. Y.	12 miles
110	Tuckahoe, N. Y.	14 miles
150	Hartsdale, N. Y.	7 miles
100	White Plains, N. Y.	1 mile
2,505		

## COLLECTION EFFICIENCY, JULY, 1919.

HONOR MEN (51)—Earning 90% or Better.  
(100% Means Everything on "A" Lists June 30, Collected in July)

H. Hamblen	Agt.	Alexandria Bay	100%
S. E. Montgomery	Agt.	Redwood	100%
Frank J. Gohl	Agt.	Hudson	100%
H. J. Freemeyer	Agt.	Middletown	100%
H. P. Decker	Agt.	Newburgh	100%
J. J. Cunningham	Agt.	Ogdensburgh	100%
W. W. Bauer	Agt.	Port Jervis	100%
R. A. Huston	Agt.	Saratoga	100%
H. R. Russell	Agt.	Schenectady	100%
A. B. McCabe	Agt.	Ticonderoga	100%
J. F. Keenahan	S'n.	Albany	100%
J. H. Allen	S'n.	Albany	100%
V. T. J. Knapp	S'n.	Middletown	100%
C. P. Burney	Agt.	Bradley Beach	100%
L. K. White	Agt.	Red Bank	100%
G. V. A. Conger	S'n.	Newark	100%
J. E. Marvin	Agt.	Bridgeport	100%
J. D. Brown	Agt.	Babylon	100%
G. A. Jackson	Agt.	Riverhead	100%
R. Lahy, Jr.	Agt.	Patchogue	100%
W. R. Walker	Agt.	Peekskill	100%
C. N. Childsey	Agt.	Brewster	100%
George E. Davis	Agt.	Red Bank	100%
E. C. Hasemann	Agt.	Minerva	99%
S. C. Eberhardt	Rep.	Buffalo	99%
P. H. Noonan	Agt.	Watervliet	99%

# TEXACO STAR



Driver Charles Haffner, operating T-W 134, capacity 531 gallons, Passaic-Clifton, N. J. Station

Mr. Haffner is putting out usually 1,600 gallons a day, occasionally 2,100 gallons. He is always willing to do a little more if necessary.

F. C. Colby	S'n.	Youngstown	98%
M. J. Ryan	S'n.	New York City	98%
C. E. Lanchantin	S'n.	New York City	98%
C. E. Druqueer	S'n.	Newark	98%
B. Dimler	Agt.	Perth Amboy	97%
J. T. Nichols	Agt.	Mt. Kisco	97%
H. B. Gould	S'n.	Perth Amboy	96%
Wm. Proehl	S'n.	New York City	96%
M. M. Johnson	Agt.	New Rochelle	95%
A. E. Guffin	Agt.	Amsterdam	95%
E. I. Decker	S'n.	Newark	95%
H. K. Berger	S'n.	Newark	95%
R. A. Goodwin	S'n.	New York City	95%
S. A. Alston	S'n.	New York City	94.5%
A. J. B. Carver	Agt.	Huntington	94%
E. I. Kirkpatrick	Agt.	Herkimer	94%
F. J. Silkworth	Agt.	Port Jefferson	94%
J. M. Lafrance	S'n.	New York City	93.5%
L. E. Cleland	S'n.	Ogdensburg	93%
L. V. Hoagland	Rep.	Youngstown	93%
R. A. Brown	Agt.	Morristown	92%
Wm. Segal	Agt.	Elizabeth	92%
G. R. Penchard	S'n.	Albany	91%
F. E. Warren	Agt.	Passaic-Clifton	91%
A. Vandever, Jr.	S'n.	New York City	91%
G. C. McKibbin	S'n.	New York City	90.5%

Average of all territories was over 90%.

New York District has Honor Man in the person of Russell A. Brown, Agent at Morristown, N. J., who is a recipient of the Distinguished Service Cross. The following is an extract from an article in one of the daily newspapers:

Private. First Class Russell A. Brown (A. S. No. 1209742), Company A, 107th Infantry. For extraordinary heroism in action near St. Souplet, France, Oct. 13, 1918. When the advance of his battalion was checked by heavy machine gun fire, Private Brown, with two other soldiers, went forward under heavy fire to reconnoiter the enemy positions. By effective rifle fire they drove the gunners from two machine gun nests into a dug-out nearby, which they captured, together with thirty-five prisoners, including three officers. Next of kin, Charles A. Brown (father), 44 Harrison Street, Morristown, N. J.

New York replying to Boston inquiry, August issue of the *Star*, page 21: Respectfully referred to Umpires. (Might advise, confidentially, 2X and 3X,

battery of opposing team, retired from exhaustion early in the game; their places taken by X and another said to hail from Boston, left on bases. One out before final play.)

## PROLOGUE

New York, July 31, 1919.

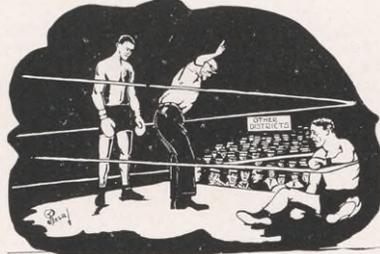
Mr. D. B. Tobey, Asst. Treas. Office.

Dear Sir:—I have the pleasure of informing you on behalf of this District there will be no transfers to "B", no holdouts, during the month of August, 1919.

Yours very truly,

J. P. Gruet,  
Superintendent.

MacD-KB  
JRH—GCE—JPG (Personal)



## EPILOGUE

N. Y. DISTRICT

"B"

Seconds: J. P. Gruet, Supt.      Seconds: 3X  
 J. R. Haden, C. A.      Holdout.  
 Referee: D. B. Tobey, Asst. Treas.  
 Timekeeper: W. R. Ellwood, Dept. Agt.  
 Judges: W. T. Bushby, D. L. Keys, Asst. Supts.  
 Trainer N. Y. Dist.: A. D. MacDougall, Credit-man.  
 Decision: "B" knocked out in the first round. "Old Boy" Holdout refuses to go on.

## TEXACO STAR



Outing for N. J. Territory at Munger's Beach Hotel, New Dorp, Staten Island, N. Y., July 29, 1919

Top Row—left to right:—B. F. Dimler, E. I. Decker, H. K. Berger, G. V. A. Conger, A. Schneider, Jos. Detroit (visitor), A. D. MacDougall, Wm. Segal, Geo. E. Druquer, J. P. Gruet, J. W. Cozzens.

Center—left to right:—W. A. Parks, P. C. Murray, J. P. Mitchell (Equipment), H. A. Trotman, (Auto Mechanic), L. K. White, C. F. Burney, Frank Warren, H. B. Gould, G. R. Penchard.

Bottom—left to right:—D. L. Keys, H. L. Renz, J. MacLachlan, C. M. Roe, C. G. Beatty, W. H. Mothersell, C. A. Woodruff, I. M. Williamson, H. S. Gruet.

Sitting behind H. L. Renz, in front of P. C. Murray, J. R. Haden, Chief Accountant and ball player. Sitting behind J. MacLachlan (N. J. Pitcher), in front of J. P. Mitchell; A. J. Rau (Bloomfield & 4th). Sitting behind H. S. Gruet; H. J. Axt (Assistant to I. M. Williamson).

You're not forgotten, Bob. Blaylock! His host of friends in and outside of the Company in the New York District take this medium of expressing to him their best wishes. He was transferred from New York District to Denver District recently, and we all join in saying that although miles of space separate us we know he is with us in spirit.

Announcement: 5:30 p. m., Monday, Sept. 15, 1919.—United by the solemn bonds of Matrimony, our very competent and genial Assistant Creditman, James T. McLaughlin, and Miss Helen Vogt. At Home, 751 Fiftieth Street, Brooklyn, N. Y. Although not consulted, it is no secret that this union has the unanimous approval of the other members of the Credit Department. Congratulations and good wishes; a long and happy life to you both, with just enough of responsibilities to make life interesting and worth while.

The New York District and his many friends in other Departments extend sincere sympathy to J. R. Haden, Chief Accountant, New York District, in his hour of bereavement. As our news to the *Star* was about to be sent, we learned that he was on his way to Shreveport, La., to attend the funeral of his father.

The first annual outing of the Newark Territory was held at Munger's Beach Hotel, New Dorp, Staten Island, on July 29. We had as guests Supt. J. P. Gruet, Ass't. Supt. D. L. Keys, Chief Acc't. J. R. Haden, Creditman A. D. MacDougall, Representatives H. S. Gruet and H. L. Renz, J. P. Mitchell, C. R. Penchard, C. M. Roe, and W. A. Parks.

After a hearty 11 o'clock breakfast we repaired to the ball field adjoining the hotel, where the athletic prowess of the members of the party was tried out.

In the 100-yard dash Berger, MacLachlan and Decker finished in the order named.

The tug-of-war between agents and salesmen ended in victory for the agents. The agents' team pulled the salesmen all over the lot, and it appeared to the spectators as if the agents had been practicing juggling gasoline drums.

In the three-legged race MacDougall and White started off like a "house afire," but Druquer and Berger passed them as if they were standing still and won "hands down."

The standing broad jump brought out some classy exhibits. D. L. Keys captured everything in sight. He outgassed and out-jumped the entire crowd.

H. K. Berger won the running broad jump, but he had close seconds. If it had not been for the fact that H. L. Renz was thinking more of his feet than of his opponents he would in all probability have won this event.

The fat men's race was won easily by "Barney" Schneider. He is some fast on his feet and has excellent wind. "A deceptive looking cuss," as one chap was heard to remark.

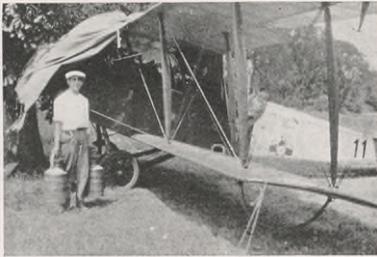
The main event then followed—a ball game—New York versus New Jersey. The lineup was:

New York	New Jersey
C. M. Roe	Catcher
J. P. Gruet	Pitcher
J. R. Haden	First Base
D. L. Keys	Second Base
H. L. Renz	Third Base
C. R. Penchard	Shortstop
H. S. Gruet	Center Field
W. A. Parks	Right Field
A. D. MacDougall	Left Field
	J. W. Cozzens

## TEXACO STAR

The game was, according to the spectators, a hard fought one, although the score stood 3 to 12 in favor of the New Yorkers. J. P. Gruet showed great form as a pitcher, and we believe that McGraw of the Giants overlooks a "one best bet" if he fails to sign him up. H. L. Renz on first base appeared to be more familiar with football than baseball. One of the players, A. D. MacDougall, covered himself with mud and glory—although we would say from a "close up" that there was more mud than glory. He was assigned to left field and when he was not looking for possible flies (not insects) he was trying to avoid making high dives into the numerous puddles with which he was surrounded.

After the ball game we enjoyed a refreshing swim in the briny and then supper followed. In speaking of the supper we can only say that Herbert Hoover never cast a watchful eye over the menu as set forth before us. If he had, we are afraid someone would be up on charges for providing too great an abundance. Taking it all in all a more enjoyable day was never spent by those present, and to the ability of I. M. Williamson redounds the credit for the arrangements making this possible.

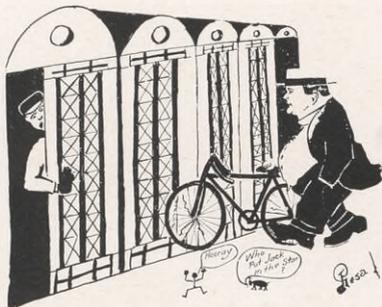


An Agent who is awake to opportunities

This photograph demonstrates the fact that our agent at Millerton, N. Y. Station, George E. Davis, is not a fellow who will let an opportunity slip through his fingers. The machine, a Curtis Biplane equipped with a Liberty Motor, was piloted by Lieut. John Greer, who flew from Mineola Flying Field in search of Lieut. James. Lieut. James and his plane mysteriously disappeared while on a recent flight and it is supposed he met with an accident somewhere in the hilly sparsely settled section of Westchester County, N. Y. Lieut. Greer alighted in the neighborhood of the Millerton Station, and our wide-awake agent made certain that when he again took the air Texaco products would provide the motive power. Agent Davis is shown carrying two buckets.

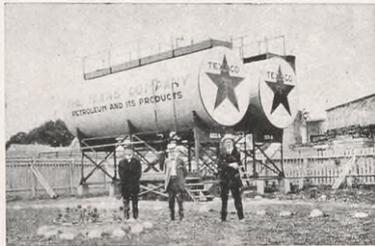
Have you ever had the experience of a dark complexioned party coming up to you and in a sibilant whisper tell you that the cigars he had in the bundle were brought into this "Land of the Free" without giving a handout to Uncle Sam? You know what the result is after you go down in your jeans and hand out the long green. When you get below the first layer the cigars act, upon being lighted, as if they were budding roses, although having an odor entirely apart from roses. Of course, we would not accuse our good friend O'Malley of anything thus mentioned, but there are several parties in the New York District who obtained cigars from him lately who say they surely are "Lulus." They say they are "things of beauty and joys forever."

Have the courage of conviction. You know it pays to save. Buy W. S. S.



An incident of the recent Brooklyn Street Railway strike: Jack Allison, of Territorial Accounting, trying to talk an elevator operator in the Whitehall Building into letting him escort his "tractor" up to the seventh floor.

### BOSTON DISTRICT.—



Lewiston, Maine Refined Station  
Left to right: T. W. Draver A. Jahert, Salesman  
W. A. Maner, Agent T. F. Hegarty

There was a time when little was known of Texaco Products in Lewiston, Maine. That condition has changed, especially since June 17, 1918, when T. F. Hegarty became agent at Lewiston Station. The figures on gasoline show what kind of work Mr. Hegarty is doing, and what he is doing in the line of gasoline is true of all other products. Sales of gasoline: May, 1918, 16,811 gallons; May, 1919, 44,835 gallons; June, 1918, 24,348 gallons; June, 1919, 53,058 gallons. We congratulate Mr. Hegarty.

PHILADELPHIA DISTRICT.—Again the Philadelphia District takes its rightful place in the sun by mailing all its statements on the 2nd. We will endeavor to do this every month.

The Philadelphia District has surpassed all other Districts in the Northern Territory by getting balances and sending out statements on the second day of July. We are very sorry that "Doc" Haden was disappointed in not receiving the other 2,000 envelopes, but we understand from Mr. Ellwood that if "Doc" Haden can get his statements out on the 2nd, he will permit him also to mail out a few empty envelopes. The Philadelphia District sent in one report less than the other Northern Territory Dis-

## TEXACO STAR



Cambridge, Maryland, does honor to its fallen heroes

This flower and wreath laden vehicle was decorated by Captain J. Howard Hirst, Spanish-American War veteran, and was presented as a tribute to the dead heroes of Dorchester County. The vehicle led the parade during Fourth of July exercises at Cambridge, Md. Captain Hirst took care that no harm should befall it on the line of march by assigning our fine bay stallions to haul it. Captain Hirst, by the way, is a staunch supporter of Texaco Products.

tricts this month, Refining Shipments Report being mailed July 3 without a variation. We understand other District Offices will be granted same privilege under like conditions.

It is not without a sense of pride that the Philadelphia District reports that July 1919 was the largest month in lubricating revenue. At that we have only started.

Mr. Elwood set our collection quota at a rather high figure, but we are plugging hard to reach it. When certain plans now contemplated, are completed and put into effect, we have no hesitancy in saying that future monthly revenues will bear mute evidence of our slogan—"More Business."

The Government has returned our Cape May, N. J. Station which we have reopened with Elwood W. Kimber as Agent. We're banking on Mr. Kimber to put Cape May on the map.

We have opened the new Wheeling, W. Va. Station with L. L. Scott, formerly salesman at Pittsburg, Pa., as Agent. Go to it Scott and make Wheeling the biggest yet.

Ground has been purchased for a new Filling Station on White Horse Pike, Camden, N. J. It should be one of our best Filling Stations, as this is the main artery to the all-year pleasure resort Atlantic City.

Plans are in progress for a tile, brick and stucco, Filling Station to be erected at the site of our present Northwest Boulevard Station, which is the star Filling Station of the Philadelphia District.

J. F. Luhr has been added to the Texaco Family. Mr. Luhr will handle manufacturers development.

Bert Hise, Ass't Creditman, has resigned. We wish him the best of luck. C. W. Westfall succeeded Mr. Hise as Ass't Creditman, and R. J. Kelly, formerly bookkeeper, succeeds Mr. Westfall as General Bookkeeper.

T. A. Byrne, former salesman at Trenton, N. J.,

is now Agent at Camden, N. J. We look for things to hum at Camden.

Ensign James M. Lynch, Chief Communication Officer since August 1917 at the Philadelphia Navy Yard, has returned to his duties in the Superintendent's office. Glad to have you with us again.

Sergeant Raymond W. Stewart has returned after 18 months overseas with the 68th Motor Transport Corps, to resume his duties in the Superintendent's office. Welcome home.

Engineer R. R. Smith, on July 31, while heating Crater Compound at the plant of G. B. Markel Coal Co., Jeddo, Pa., preparatory to making an application on the drag line gears of the breaker house, was badly burned on the right arm. The tilting of the bucket in which the Crater Compound was being heated caused some to fall into the fire. It instantly burst into flame, and Mr. Smith was burned in attempting to save the entire contents of the bucket from pouring into the fire. He prevented what might have been a serious accident.

The Texaco A. A. baseball team, representing this Office, is still going strong, being tied for first place with the Atlantic Refining Company in the Petroleum League. One more game remains to be played with the Atlantic Refining Company, and a victory for either team will give that team the pennant. Should we win, it will give us a firmer hold on the cup, which a team must win for three years before the cup becomes its permanent property. A victory over Atlantic would give us the second leg on the cup since we won the pennant in 1918.

The race for the batting championship is close. The man with the highest average will receive the Fuel Oil Batting Cup. Hamsch, Waldis, Andrews and Ford are closely bunched, and the winner will likely not be determined before the last game is played.

Up to the present writing we have played nine games, of which seven have been victories. Both games we lost were to the Atlantic Refining Company in well-played contests, while we defeated them once by the shutout route. Efforts are being made to arrange outside games when the league season is over, and this will run our season to the end of September.

An effort is being made to play a series of games with Boston District Office, while we have

## TEXACO STAR

already challenged the New York Office. We hope these games can be arranged, as we are anxious to ascertain which office has the best team.

Now that the team is playing such good ball, we would like the support, financially and morally, of every employe of this District. Since the team is a pennant contender, we feel that everyone should join the Athletic Association and come out to all the games. The team needs support, and as a winning team should have it. If we are properly supported, we will make every effort to do the rest.

MY BIT—By Wm. A. Daley.

Left The Texas Company on April 25, entered military service the 27th, left Philadelphia for Camp Meade on same day with the rest of your drafted men. After three weeks of training there, was among several picked to go to Camp Joseph E. Johnson, Jacksonville, Fla., and there joined the 414th Motor Supply Train. Left Newport News, Va., in July, arriving there the same month. In France we were transferred into an ammunition truck train; after doing all kinds of little odd jobs that only a truck driver knows, finally found ourselves on the St. Mihiel front where we hauled ammunition for that drive. After that drive was finished we were attached to several divisions around Verdun and Toul, all the time hauling "Fritz's Breakfast." Next, and last but not least, was the Argonne Forest or Meuse-Argonne drive, the toughest job the American soldier tackled in all his time in France. Landed in the Argonne around September 5, made ammunition dumps for the drive which opened up September 26 and only ended when Fritz found out he couldn't eat as much lead as was being handed to him. Your big day over there was November 11, the day the Armistice was signed. My big day was July 15, 1919, the day they stuck a red patch on my arm and pushed \$114.69 in my bank and told me Uncle Sam was through with you for the present. Landed Hoboken July 8, mustered out at Camp Dix, N. J., July 15, 1919. Entered service of The Texas Company again July 24, 1919, and glad of it.

**NORFOLK DISTRICT.**—Texaco's Winner again. This time five competitive Oil Companies were after the same piece of business, but it was W. P. Cope, Norfolk District, who brought home the contract of a great lumber company of Columbus, Ohio. This contract covers the mills of the firm located in Virginia, West Virginia, Kentucky, and South Carolina. This is the first time the Texas Company has enjoyed the entire business of this concern.

We extend our sympathy to Fuel Oil Representative C. G. Wright who recently lost his father.

Harry Clifton Hall, 10 pounds, arrived at the home of Iron Barrel Clerk R. M. Hall, Aug. 16. "Rusty" is all smiles while he keeps a strict account of the drum situation.

Upon the return of Mrs. John Henry Stepp, formerly Miss L. V. Sykes, Bookkeeping Machine Operator in the D. O., John W. Perkins, on behalf of his fellow employes presented her with a set of silver. Mr. Perkins made a very nice speech but we are sorry to say that only those who were standing near were able to hear him.

A recent paper announced the engagement and approaching marriage of Miss Kathleen Latham and Mr. E. F. Irvin, Bill Clerk, in D. O. The h. c. i. does not seem to scare this fellow.

Save and Thrive. Buy W. S. S.



C. E. Krause on the porch of his residence after return from hospital—C. F. Gurke, Relief Clerk, standing

The many friends of C. E. (Pop) Krause, Agent at Henderson, N. C., will be glad to hear that he is well along the road to recovery from his operation for appendicitis. "Pop" says he does not mind the loss of his appendix, but is grieving over the loss of that large "bay window" which took years to grow and which now the laws of the land forbid him to replace.

The "Mayor" of West Park View, also cashier in the D. O., C. W. Parker, is having a tough time keeping track of his personal property lately. Who got your knife, dollar, and goat, Charlie? It may not be generally known but Charlie has ambitions to relieve Jack Dempsey of his title, judging from his disposition to start an argument with the gate tender at the ferry each morning.

When the midnight Chu-Chu left for Alabama on August 16, J. W. Perkins, General Bookkeeper, and C. M. Brannon, Traveling Accountant, were on board, and if fishing tackle can catch fish the fish around Bessemer had better look out.

**CHICAGO DISTRICT.**—New additions to the Texaco family:

Arrived at the home of Salesman F. E. Stewart, July 16, Miss Jacquelin Alice, 6¾ lbs.

Arrived at the home of P. E. West, June 3, Miss Elaine Cecille, 7¼ lbs.

Arrived at Representative G. K. Barton's home, June 27, Kieler Parnell Barton, 6 lbs. 8 ounces.

R. Schmoock was appointed General Lubricating Salesman, succeeding S. S. Jackman resigned.

G. W. Hobbs has been appointed Sales Engineer in Manufacturers Development Work.

Miss M. Fiffment, transferred from Joliet to Chicago as Correspondent for Tractor Development.

W. W. Stockton has been appointed Order Clerk, District Office, succeeding H. M. Johnson resigned.

H. C. Jernegal's smiling face is with us again as Chief Clerk.

John Bero is now Supervisor of Structures after serving his Government for over a year. Glad to see you, John.

W. J. Fuller has been assigned territory, Chicago Office, after overseas service. Bill always claimed two could live as cheap as one, so he took to himself a wife on June 26, Miss Anna Fraelig. Congratulations.

Returned from overseas to District Office:  
E. B. Cato  
Carl Fredericks  
Ed Heinz  
August Johnson  
Arthur Moser

## TEXACO STAR

This newspaper clipping recounts a little adventure experienced by Salesman F. E. Stewart:

Revolver shots, a violent red bucking flivver, a big touring car speeding along on three wheels and a spectacular crash against a curbing—all these thrillers marked a chase today when Detective Sgts. Mike Neary and Pat Alcock pursued two auto thief suspects.

"Halt!" shouted Neary. "Stop that car!" His answer was a deep rumble from the car and a burst of speed that sent it roaring south in Clark Street. A red flivver drove on to the scene. Neary and Alcock commandeered it. The owner "gave her the gas." The red flivver bucked, crawled excitedly, and then straightened out for the pursuit. It gamely careened into Chestnut Street after the big car. More speed from the touring car. More bucking from the pursuing flivver. Neary and Alcock, fearing they would be outdistanced, opened fire. A tire flew off the fugitive car. It swerved wildly, seemed about to tip over and then continued its course on three wheels.

The flivver closed in. Neary and Alcock shot again. The two suspects leaped from the crippled car and ran. The car made a wide sweep, pivoted on its lame wheel, and slammed against the curbstones.

The suspects had disappeared by the time the panting red flivver reached the scene of the wreck.

Charles T. Metcalfe, formerly with the office at Tampa, Fla., is now in the New York Office, after returning from overseas service. Mr. Metcalfe certainly has seen some military life during the last few years, having served on the Mexican Border with the Second Florida Infantry during 1916 and 1917 and later participating in the World War, rising from the rank of private to First Lieutenant. Upon his arrival in France in April 1918 he was assigned to Air Service Headquarters at Paris, later being transferred to Colombey les Belles, an advance air service station near Toul. His duties were as Armament Supply Officer, handling all machine guns, bombs, and ammunition for Air Service Squadrons in the zone of advance.

Thrift is Stored-up Happiness. Buy W. S. S.

### EXPORT DEPARTMENT



A Ransome steam engine using Texaco Products exhibited at an agricultural show in Johannesburg, South Africa.

Page twenty-four



Artistic display of Texaco Lubrication Products, Roofing, etc., arranged by Agent Gabriel Ferrer, our progressive agent at Arecibo, Porto Rico. Mr. Ferrer's three children are shown in one of the photographs and Mr. Ferrer himself appears in the other.

"It isn't so much what you do or say—  
As the way in which you do or say it;  
For what would the egg amount to, pray,  
If the hen got up on the roost to lay it?"

It is not what one eats that makes him fit: it is what one digests. It is not what one earns that makes him rich; it is what one saves.—*Waco News.*

And strange to say, overpay a man and he is sure to deteriorate as a workman, just as surely as he will if you underpay him.—*Geo. M. Bailey.*

Bob—Still in the hole?

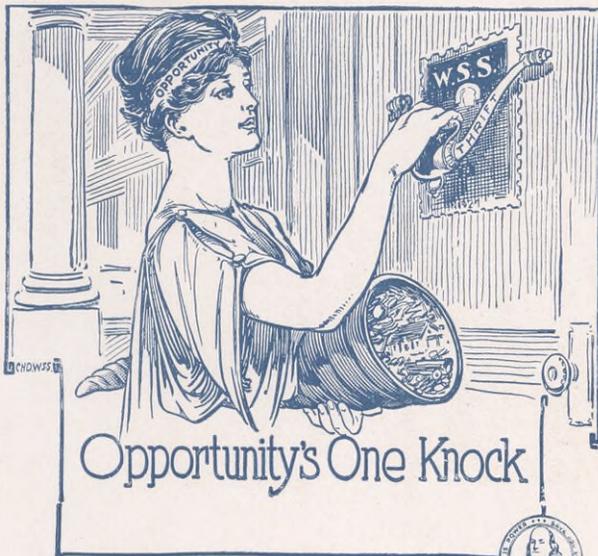
Jack—Yes, I wish I could borrow enough to pay my debts and start again with a clean slate.

## 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.

- EXECUTIVE** Importance of Cost Analysis and Its Relation to Prices.—*The Annalist*, August, 18, 1919.  
Managing for Maximum Production—VI, by L. V. Estes.—*Industrial Management*, August, 1919.  
Depreciation and Federal Income Tax, by Charles W. Kay.—*Industrial Management*, August, 1919.
- RAILWAY TRAFFIC** Tank Car Development.—*Oil News*, July 20, 1919.  
Improved Tank Car Equipment.—*Oil News*, July 20, 1919.  
How Tank Cars Should Be Improved as to Safety Devices.—*Petroleum*, August, 1919.
- SALES** Trailer Lessons from the Allied Army Service.—*Automotive Industries*, August 2, 1919.
- LUBRICATION** Lubrication of Motor Trucks, by W. H. Sutherland, Jr.—*Oil News*, July 20, 1919.
- EXPORT** Spain: A Land of Opportunity.—*The Americas*, July, 1919.  
Five Means of Direct Selling In China.—*Automotive Industries*, Aug. 21, 1919.
- ADVERTISING** The Adoption and Protection of Trade-Marks Abroad, by Cyrus F. Wicker.—*Pan-American Magazine*, August, 1919.
- GENERAL** Executives I Have Worked With, by Harrington Emerson.—*Industrial Management*, August, 1919.  
Some Comments on the Railroad Problem, by Robert S. Lovett.—*Railway Age*, July 25, August 1, 1919.  
Visualizing the Managements Part In Business For Employes, by Harry Tipper.—*Automotive Industries*, Aug. 21, 1919.
- BOOK** Oil and Gas in the Mid-Continent Fields, by L. C. Snider, Ph. D., Chief Geologist for Empire Gas and Fuel Company, formerly Assistant Director of Oklahoma Geological Survey, author of *Petroleum and Natural Gas in Oklahoma* (1913).—Comprehensive treatment, including development information up to May 1, 1919; 400 pp., 100 illustrations, ready in September, pre-publication price \$10, Harlow Publishing Company, Oklahoma City, Okla.



When  
Opportunity  
knocks, will  
we hear it?

Or will our ears be so deafened with debts and our minds so filled with money worries that we do not hear the message?

W. S. S. and Thrift Stamps help Opportunity to knock loudly—one knock enough.

Savings Division  
War Loan Organization  
Treasury Department



**Note:**

All genuine Texaco Lubricants can be readily identified by the Red Star Green T trademark which appears prominently on all barrels or other packages:



*Here's the way we mark our products,  
and we ask you mark it well,*

*It's the sign, the seal, the guarantee  
of everything we sell.*

*It is recognized and valued  
wherever oil and grease is sold.*

THE TEXAS COMPANY