

THE
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STAR



FOR EMPLOYEES OF
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THE CONSTITUTION of the United States as originally written and interpreted created a republic or a representative democracy. The representatives of the people were selected because the people were confident that they were competent to represent the people faithfully and well upon any question which might come before them. . . .

We began the destruction of the fundamental principles of representative government when we reduced the representative to the position of a mere delegate—when we reduced him from the dignified status of a real representative chosen by his constituency to give it his experience, his brains, his conscience, and his best service, and made him a mere registering machine for the opinion of the moment, whatever it might happen to be. . . . Representatives no longer vote their convictions but as they believe their constituency directs. Minority factions seek by intensive propaganda to make the representatives believe that they represent the majority. . . . Consequently our Government is struggling along under a mass of laws and rules and regulations, private in their nature, procured by organized minorities. To the unholy influence of these organized minorities may be traced the present tendency toward the enactment of sumptuary laws and increasing interference in affairs of private concern. . . .

If laws are unsatisfactory and should be changed, the Constitution provides a method for accomplishing this; and to insist on lawful means in changing our laws is the only procedure whereby orderly government can be secured. . . .

The founders of our government stood for liberty under the law. They knew that the will of the people alone is a gale smiting a rudderless and sailless ship, and hurling it upon the rocks. But the will of the people subject to law is the same gale filling the trim canvas of a ship that minds the helm, bearing it over yawning and awful abysses of ocean safely to port.

—From *Suggestions for Celebration of Constitution Week, September 16-22, 1923*, by Citizenship Committee of American Bar Association.

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"All for Each—Each for All"

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Constitution Week

The American Bar Association last year created a Citizenship Committee whose chairman was R. E. L. Saner, a Texan who is now president of the Association. That committee has undertaken to bring before the people of our nation in a vivid and forceful manner the importance of sustaining the Constitution, which implies first of all an understanding of that document and respect for the principles of constitutional government. The shibboleth is "To re-establish the Constitution of the United States and the principles and ideals of our Government in the minds and hearts of the people." In keeping with the purpose, the committee has undertaken to secure, so far as possible, a general observation of the week September 16-22 as Constitution Week.

Sunday, September 16.—Ministers are requested to preach on the first amendment of the Constitution, using as a text, "Remove not the ancient landmark which thy fathers have set." (*Proverbs*, 22:28.)

Monday, September 17.—Suggested study for this day is the setting and inspiration of our Constitution, the Magna Charter, the English Bill of Rights, the Mayflower Compact, the Declaration of Independence, and the Articles of Confederation.

Tuesday, September 18.—Watchwords of

the Constitution: A Government of Laws and not of Men; liberty under the law; equal opportunity to all citizens.

Wednesday, September 19.—What the Bill of Rights in the Constitution has meant to the American people and what it means today.

Thursday, September 20.—The services of John Marshall in making our Constitution the supreme law of the land.

Friday, September 21.—Present dangers to the free institutions established by the Constitution.

Saturday, September 22.—To uphold the Constitution in his daily life and activities is the duty of each and every good citizen.

Too few in number are those who understand the real achievement which our Constitution represents. Men of affairs, captains of industry, have risen to prominence and are prospering today with only vague comprehension of the subject; citizens are enjoying riches without ever having entertained a serious thought as to how it became possible for riches to ensue from individual effort or why such riches should pass by devolution from one generation to another. On the other hand, millions are struggling daily with but little object beyond food and clothing, and many of them are content to be opposed to the existence of wealth. It takes all classes to make up a citizenry, including the foreign element, naturalized or to become naturalized, as well as the native born. The composite of all these represents the average citizen; and the strength of the nation is determined by the character of the average citizen.

It would result in infinite good if every man, woman, and child could attend kindergarten this week on the subject of the Constitution. If that very thing were possible of realization we should have a different and

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better nation on the 23rd of September. There would be enough serious-mindedness to dissipate socialism and discontent as frost works vanish under the tropical sun. The limited number who are learned in the Constitution would not suffer from the experience, and it would open the eyes of the unlearned. We would hear less about klans and strikes, and the nation as a whole would rise as one man in support of the Constitution, with determination to make it right if it is not right, and if need be to die in the cause.

The origin of popular government and its progress through time need not be commented upon at any length here. The advantages of our own particular form of Government will doubtless be the subject of discussion and editorial comment throughout the nation this week. We know how the thirteen colonies declared their independence from Great Britain. The history of the Revolution is familiar to the great majority of voting Americans. However, there seems to be a vague idea traveling from place to place in the lowlands of thought, as miasma creeps upon the face of the earth, that the Constitution is something that stands in the way. This is largely the result of performances which have been indulged in by spectacular statesmen. The shallow minded who would follow afield the leader of that kind is the type that would pursue a rainbow or Jack o'lantern. The benefit to be derived by that class from a week of kindergarten would lie not so much in the amount of knowledge acquired as in the sense of responsibility instilled. Many, not bad at heart, are simply frivolous or weak-minded. Having no ideas of their own they are influenced by that which dazzles, just as the moth is attracted by the candle to its sorrow. Shallow persons, thoughtless persons, silly persons, those who would be half-wits if they had more intellect, must be reckoned with in patience and forbearance. The serious minded often are tempted to pray for the fool-killer to make his pilgrimage. But that being neither wise nor practicable they must possess their souls in patience.

Government is indispensable. It is that which characterizes the human race, as do intelligence and religion. The triumphs of mankind in science would have been impossible without it. No one, not even those who would destroy every form of government, will deny these facts. It results, therefore, that it is only a question of choice between one form

of government and another. Not a baker's dozen within our shores doubt for an instant that the people should govern, but no sensible person anywhere believes that a government by the people would be stable if the fundamental principles were not fixed in some dependable and durable manner to guard against government by whim or caprice. The fact is that even radicals and reds the first moment they come into temporary power proceed to a statement of principles and are ready to repel the suggestion of government by men rather than government by laws. The statement of principles in any government, whether it is called a constitution or by some other name, is at once the foundation upon which the government must stand. With us the Constitution states the principles and defines the powers and limitations of the central government besides fixing the status as between the states and between the central government and the states. It is the foundation upon which the structure in which we live is built. Were it not for this great conception the element of stability in our institutions would be absent. In our lives of liberty and pursuit of happiness we would be subject to every wind of passion which might blow. There would be no restraint upon legislation except legislation itself. The mob could make the laws and unmake them at will. There are times in the life of every man when he must have protection against himself. None is so wise through a lifetime as to be free from the temptations and dangers which beset mortals. Just so with nations. How many times during the period of our national existence, which is less than one hundred and fifty years, would we have been shipwreck but for our Constitution and its intelligent interpretation by a wise and honest judiciary? It has prevented confiscation of property, which in turn means protection in the pursuit of happiness. It has made the individual citizen secure in his life and liberty when popular clamor would have taken them away, and at the same time it has afforded sufficient latitude for the accumulation and crystallization of public opinion and public purpose to enable us not only to defend our territory but to stay the hand of foreign aggressors dreaming of world power and oppression.

Let us examine for a moment a single phase of constitutional guaranty and protection, namely, the pursuit of happiness through the enjoyment of property rights. During the

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present generation much has been written and more has been said against property rights, supposedly in favor of the rights of man. But if property rights are distinguishable from the rights of man life is a thing which has no connection with death. If the right to own property and enjoy it is something to be despised then the right to breathe the air and live is a contemptible thing. The knotted club of the cave man was proprietary, a primitive conception of property, and the development of this idea is truly comparable to the advancement of man to his present glorious estate. It may be true that the Constitution does not insure the devolution of estates and that the law-making power can impose conditions or burdens at will upon inheritance; but one thing is true and beyond dispute, namely, that impediments and prohibitions can be imposed until they conflict with public policy. If a man of ability and energy is confronted by the fact that he has already accumulated more of this world's goods than he will need during his lifetime, and that virtually nothing of future accumulation can be passed on at his death in accordance with his wishes, he is not likely to continue his efforts towards future accumulation, and by the cessation of such efforts nine times out of ten the world will be poorer. This may not apply to rentiers, but it certainly is true of those who earn money either by brawn or brains. Indeed it is safe to say that the large things which have been accomplished in industry and science, here or in any other land, have been wrought by those who were in pursuit of property, more often for the enjoyment of their descendants than for themselves. Human achievement is measured largely in the coin of the realm. To be sure, there are such things as altruism and disinterested service, but it is safe to make the statement that every man of consequence at some important stage of his career has had a mind to property. The limitation of fortunes is another story. That there may be limitations or graduated bases, on which as the rich grow richer geometrical progression is prevented, will scarcely admit of doubt, but that is very different from impositions which take away the incentives to progress. It would be a great blessing if during this week every youngster in the land could be made to realize the possibilities that are ahead of him as a result of individual effort, and that because of our Constitution there is no power existing which at any stage

could deprive him of the ground once gained. This would be a wholesome substitute for the idiotic prattle against the protection of property rights.

There are many other thoughts which naturally crowd into the mind in this connection, but space will not permit of their discussion; in fact it may be better if, having said this much, we let that part of the case rest here.

While the Constitution was adopted many years ago when conditions were different from what they are now it is not an obsolete document. The efforts of our forefathers were to deal with general principles, the soundness of which were beyond cavil, and to omit those things which would be affected by the lapse of time or change in conditions. A reading of the Constitution, as adopted in 1787, and the first ten amendments known as the Bill of Rights, which at a later date were ratified by the states in accordance with the original Constitution, will leave no doubt on this subject. True, it has been necessary for the courts to indulge in a liberality of construction, which has meant an adaptation to modern conditions, but this very fact has been an element of strength rather than weakness, because that tribunal was created by the Constitution itself with power to construe it, and the court has been able, without doing violence to logic or reason, to make workable every precept found in the Constitution. Moreover, there exists as a part of the document itself the machinery for its amendment or change. The fact that two-thirds of both houses of Congress must unite in proposing an amendment, and that three-fourths of the states must ratify, is a wise measure of safety against doubtful changes. It is a forceful reason against hasty amendments, which, when once enacted into organic law, can not be set aside by a bare majority. It is also conclusive in argument against the inclusion of specific measures when they are experimental or if there is any reasonable doubt that they will meet with general approval and support.

Philosophy of the Constitution

Let us endeavor to make "Constitution Week" very different from the sentimental "Days" or the bullying "Drives" with which recent years have brought us acquainted. It would go far toward "a consummation devoutly to be wished," if everyone read a good

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book on the subject. The Editor of *The Texaco Star* begs to suggest that you will be richly repaid in pleasure and profit if you promptly order through your bookstore "The Constitution of the United States," by James M. Beck, Solicitor General of the United States, being three lectures delivered last summer in the Hall of Gray's Inn, London, with appendices giving the Articles of Confederation and the Constitution, published by George H. Doran Company, New York, \$2.

We need to understand the political philosophy of the Constitution and to appreciate its wisdom in what it refrained from doing no less than in what it ordained. Mr. Beck's third lecture gives a view of that phase.

The Constitution would not have been ratified without the assurance that there would be *immediate* amendments providing a Bill of Rights to safeguard against encroachment by majorities upon the rights of individuals. Regarding the first ten immediate amendments as part of the original Constitution, only nine amendments have been adopted in the 136 years of its eventful life; and of these, although several marked departure from the original intent, only one is a gravely inconsistent aberration from its basic principles.

This stability up to the most recent time proves what a masterpiece of statecraft our Constitution was. As the first and greatest of its judicial expounders said, it was "intended to endure for ages to come, and consequently to be *adapted* to the various crises of human affairs. To have prescribed the means by which government should in all future times execute its powers would have been to change entirely the character of the instrument and to give it the properties of a legal code. It would have been an unwise attempt to provide by immutable rules for exigencies which, if foreseen at all, must have been foreseen dimly, and can best be provided for as they occur."

In enumerating rather than defining the powers of the government the makers of the Constitution were supremely wise. "While it was marvellously sagacious in what it provided it was wise to the point of inspiration in what it left unprovided."

Consider the self-restraint of those men, who, after debating for four months upon the principles of government, were content to embody their conclusions in less than 4,000 words. To that self-restraint we owe the elasticity and vitality of our organic law, which is thus adaptable by usage and judicial interpretation and, if necessary, by amendment to changed conditions. Contrast *this*

constitution with that devised for the League of Nations by men who imagined that nations could be set up and pulled down in a committee meeting and permanent boundaries then and there fixed for the world.

The framers of the Constitution of the United States were not empiricists, but very practical men. This is extraordinary because from the middle of the 18th century to the end of the French Revolution the people everywhere were influenced by the sentimental and often hysterical abstractions of Jean Jacques Rousseau and the encyclopedists. That these had influence in the American colonies is shown in the preamble of the Declaration of Independence. "The Declaration sought in its idealism to make the 'world safe for democracy,' but the Constitution attempted the greater task of making democracy safe for the world by inducing a people to impose upon themselves salutary restraints upon [instant] majority rule."

The makers of the Constitution had suffered grievously for more than ten years from popular misrule. They had a distaste for catch phrases. In the Constitution there is not a wasted word. In its freedom from empiricism and petty particulars, would that the State constitutions had patterned after it!

While the Constitution of the United States apparently dealt only with the essential outlines of a practical scheme of government, underlying those simply phrased delegations of power was a broad and deep political philosophy commendable to any nation that ever attempts a similar task.

Oil and Wheat

The petroleum industry is suffering from the same trouble that harasses the wheat farmer—overproduction. But we may be sure that the oil men will not be misled into asking the government to set minimum prices. They will, if not 'hog-tied' with government red tape, struggle out of the difficulties in accordance with economic laws.

It is strange that the wheat farmers do not all see that their present condition was caused by the very thing which reckless politicians are offering them as a remedy. The fixed price and purchases of wheat by the government led necessarily to overproduction. Always, everywhere, and with whatever commodity, this has been the experience. Witness the ruinous collapse in Brazil where the price of coffee was fixed and the crop marketed through government agencies.

The Constitution and the Supreme Court

C. B. AMES

At intervals of about fifty years there occurs a certain amount of criticism of the Supreme Court because of its decisions on questions of constitutional law.

The first serious criticism was led by Jefferson and based on decisions of the Court upholding acts of Congress. He said: "There is no danger that I apprehend so much as the consolidation of our government by the noiseless and therefore alarming instrumentality of the Supreme Court. This is the form in which Federalism now arrays itself, and consolidation is the present principle of distinction between republicans and the pseudo-republicans but real federalists."

The danger here emphasized was "the consolidation of our government" by sustaining acts of Congress, while since that time the danger which others have felt has been the failure of the Court to sustain such acts. For instance, after the Civil War, the Court held unconstitutional acts of Congress which were very dear to the Republicans of that date and the attack on the Court went as far at that time as the passage of an act by the House of Representatives to require a two-thirds majority of the Judges in order to declare an act of Congress unconstitutional. The criticism of the Court today is chiefly because it has decided that Congress did not have the power to enact certain statutes, such as the Child Labor Law.

Thus the pendulum has swung to the other extreme. In the beginning the fear was that the Court would uphold the consolidation of power in Washington; now the fear is that the Court will not uphold the consolidation of power in Washington.

Criticism of the present day, like the criticism fifty years ago, and like the criticism a hundred years ago will die out when the people take a sober second thought and remember that we have a written Constitution which is the supreme law of the land and binding upon the courts.

The Constitution is the written agreement by the people of the several States creating the Union of the States, defining the purposes of the Union, and prescribing the extent and limits of the powers to be exercised by the United States and those reserved by the indi-

vidual States. The Supreme Court is the tribunal created by the Constitution, to which is referred all disputes between the Union and the individual States as to their respective rights and powers under the contract—that is to say, the Constitution. The Supreme Court of course exercises judicial power in many other cases, but in cases involving constitutional law the question which frequently arises is whether the power which has been exercised has been conferred by the Constitution upon Congress or by the Constitution reserved to the individual States. It is important to bear in mind that the Supreme Court is the tribunal or umpire to settle disputes between the individual States and the Union. If this fundamental fact is borne in mind, it answers most of the criticisms of the Court.

Take for example the decision in the Child Labor Case. There the question involved was whether the contract—that is, the Constitution—conferred upon Congress the right to regulate child labor in the various States, or whether that right was reserved by the States. The Court held that the power was not conferred upon Congress but that it resided in the States and, therefore, the act of Congress was unconstitutional. The case did not involve the wisdom of a child labor law, but solely a question of power. Obviously, Congress, under the contract—the Constitution, can not be the judge of its own power because the Constitution specifically enumerates the powers conferred upon Congress and specifically denies it other powers. It likewise declares that all power not conferred on the Union is reserved to the several States.

When an issue of power arises, it is an issue between the States on the one side and the Union on the other. The Supreme Court is the umpire to which this dispute is referred and obviously it would be unfair to ask the States to agree that the decision should be against them when a majority of the Judges were for them.

It is claimed by some that the Courts have usurped the power to declare an act of the legislature invalid, but this claim finds no support in our history. It is incidental to the right of the people to adopt a written Constitution and make it binding upon all

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the agencies which it creates, including the legislative department. If an act of the legislature is in conflict with the Constitution, the court is bound either to enforce the Constitution or the act of the legislature. It can not enforce both when they conflict with each other, and, therefore, the supremacy of the Constitution implies the duty of the Court to obey it and not the conflicting act of the legislature.

In fact, this power has been conferred upon and exercised by the Courts from the earliest time. It was a familiar practice of the Courts before the assembling of the Convention of 1787; legislative acts had been held unconstitutional in Virginia, New Jersey, Rhode Island, and North Carolina prior to that time; and several of the lawyers and judges who participated in those cases were members of the Constitutional Convention, including Wythe and Blair of Virginia, Brearley of New Jersey, and Davie of North Carolina.

It was well recognized in the Convention that the Supreme Court would have this power. On various occasions during the debates Messrs. Gerry, King, Martin, Mason, Madison, Morris, Sherman, and others specifically stated the existence of this power and at no time did any member of the Convention

deny it. (*Records of Fed. Convention*, Farrand Vol. I, 97-109; Vol. II, 27, 76, 78.) The existence of this power was also fully recognized by the States in their conventions which ratified the Constitution. (III Farrand, 220, 240; *The Federalist*, particularly No. 78; Beveridge's *Life of Marshall*, Vol. I, 322, 429, 452.)

In addition to this, after the adoption of the Constitution, the power was at once recognized and exercised without criticism from any source. (Warren's *The Supreme Court*, Vol. I, 65.)

Our form of government is unique. It consists of one Union supreme within its sphere but composed of forty-eight States, each of which is supreme within its sphere. It extends over a vast area and embraces an enormous population with many varying local conditions. It is designed to insure unity of action in all interstate and international affairs, but diversity of action in local affairs.

The Supreme Court is the tribunal erected to determine the difficult and delicate issues arising between the nation and the State and it is the duty of all citizens who know and love our institutions to support the Court in the discharge of its great and delicate duty of preserving our constitutional form of limited government.

Something to Twiddle Thumbs Over

I took my wife to the movies last night. The two tickets cost me one dollar. For the same dollar I could have bought six gallons of gasoline, with which I could have driven a party of guests a hundred miles—which normally would give a full day's pleasure. The show lasted through a film, five minutes of so-called "educational" pictures, and a few minutes of no-good vaudeville. Then they turned us out and persons standing in the aisles scrambled for our seats.

This morning when I came down to work I found that one of the young men who help me think—write "copy" in other words—had been doing some figuring also:

A gallon of gasoline now costs the automobile owner on an average about 16 cents.

You can get almost eight gallons of gasoline for the price of one gallon of near-beer.

You can buy a gallon of gasoline and a smoke for a fraction more than the price of one chocolate malted milk.

Five gallons of bottled drinking water costs as much as four gallons of gasoline; and water costs next to nothing to produce.

You get almost five gallons of gasoline for the price of a shave and a haircut.

You can make a 15-mile trip on gasoline that costs 10 cents less than a shave and 35 cents less than a haircut.

A gallon of gasoline costs 10 cents less than a porter's tip on a Pullman.

Three pairs of shoestrings cost as much as two gallons of gas.

When you consider what it costs to find, produce, manufacture, and market gasoline, it is absurd that these statements are true.

—Lester B. Colby,
in "Oil and Gas News."

No sagacious man will long retain his sagacity if he lives exclusively among reformers and progressive people without periodically returning into the settled system of things to correct himself by a new observation from the old standpoint.—*Hawthorne*.

The Good Will Delegation to Devastated France

Miss ELEANOR McGUINNESS, Representative of The Texas Company in New York



Miss Eleanor McGuinness of The Texas Company and Mrs. Maud Conway of New York City Members of the New York Good Will Delegation, among the ruins of Soissons Cathedral.

On May 23rd the Good Will Delegation to Devastated France waved good-bye to the United States from the deck of the S. S. *La France*. The passage over was a pleasant one indeed. We landed Decoration Day and were given a warm reception by the Mayor of Havre and the French Welcome Society. On a special train we immediately started for Paris. The ride to Paris took us through the picturesque province of Normandy famed for its agricultural riches. The train stopped for a short time at Rouen, the city in which Joan of Arc was executed in 1431.

The first we saw of Paris was from the motor car which met our train and carried us to the Arc de Triomphe (the grave of the unknown soldier of France) on which the delegation placed a wreath. Bright and early Friday morning, June 1st, we started out for a motor trip through Southern France. Our first stop was at Lyon. We motored around the city visiting the Palace of Commerce and the Silk Factory. By train we moved on to Grenoble where we passed through beautiful country and started our climb up to the Alps. On the way we had the experience of a snow ball fight while New York was sweltering in midsummer heat. We passed through Aix les Baines, Annecy, and the Rhone Valley, arriving at Geneva. Here we remained for two days, making the best of our stay. In the morning we went to the headquarters of the League of Nations and met Lord Cecil of England who delivered a short address. We continued among the mountains which, covered

with snow as they were, seemed like a fairyland to all of us, and finally came to the historic road built by Napoleon, leading to Besancon, Ballon d'Alsac, and Colmar.

Next stop was at Strasbourg, with its beautiful Cathedral and its marvellous clock which indicates the weather and at the stroke of twelve shows the Apostles coming out one by one while the huge cock crows three times. This was the turning point of our trip through this section.

We now started out for the battlefields, passing through Marne and Aisne, with their fields of poppies seemingly red with the blood of warriors. It's a pitiful sight to go through the devastated regions and see the beauty of the country completely destroyed. Very little rebuilding has been done and for miles and miles one can see the remains of what was once beautiful woods and is now under brush and bare tree trunks. There is still a lot of barbed wire which has not been removed and the dug-outs and trenches are just as the soldiers left them.

Into the Argonne section, where we had a taste of a soldier's life by spending a night at the Citadel. This was the most thrilling event



Statue of Joan of Arc
Soissons, France

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Cathedral at Anancy
Destroyed by enemy shell fire.

of the trip through the devastated regions. We arrived at six in the evening and were received at the Citadel gates by the military commander. Shortly after our arrival we responded to mess call in the enormous dining room of the fortress where the unknown soldier was selected for burial in Paris. After dinner we were taken to our bunks, real army cots and blankets, still damp. Everyone was ready for bugle call in the morning, and after a hearty breakfast we visited the forts and battlefields around Verdun. A very interesting and impressive sight at Verdun was the "Bayonet Trench." One hundred and fifty French soldiers were ordered to hold the trench when a shell from the enemy lines exploded burying them all alive and leaving only the points of their bayonets above the ground. At this spot a memorial has been erected by an American, who, upon a tour of the battlefields, was deeply impressed by this incident.

Passing through Rheims we visited its world-famous Cathedral which the Germans tried to destroy and which suffered such great damage from shells and bombs.

On June 23rd we visited Lieutenant Quentin Roosevelt's grave at Chamery, and drove on to Chateau Thierry and Belleau Woods. Here we saw the cemetery where hundreds and hundreds of white crosses mark the resting places of American soldiers. It is a peaceful place for them to rest and it was comforting to see their graves cared for with all the honor a nation could give.

We arrived back in Paris that night, where a busy week of sight seeing had been planned. At the Hotel De Ville the Mayor presented us with a beautiful medal as a token for the good work the American Committee is doing. We visited the beautiful Versailles and Napoleon's Tomb.

On June 30th we sailed for home. We docked at four-thirty on Sunday, July 8th, after a splendid trip.

There are many very interesting places we visited which I have omitted in my story due to lack of space. However, I have tried to tell you of what seemed to me to be the most important and interesting events in my trip, and I take this opportunity again to thank each one for his kindly interest and help in sending me as your representative with the Good Will Delegation.

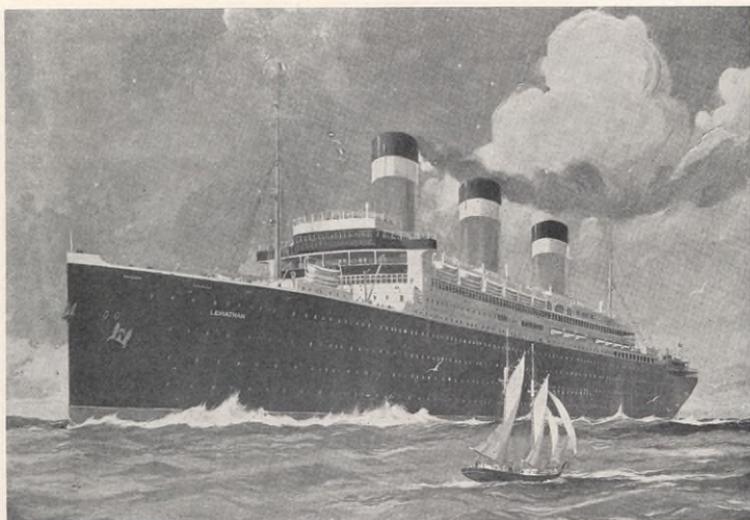
My Dominant Impression.—Perhaps it would not be amiss here to give my one dominant impression gained from the trip. It is the fact that the spirit of the American Expeditionary Forces still exists there, not so much among the wealthy and the society leaders, but among the peasants and villagers who are the soul of the French nation. It is they who have not forgotten, for they live near the fighting zones, where, figuratively speaking, every inch of the ground is a living reminder that a great sacrifice was made there and that our own American troops helped to make the cause of the sacrifice victorious. Regardless of politics, and notwithstanding international quarrels and bickerings, that spirit of comradeship engendered in the hearts of the great body of French people by our soldiers still runs on, deep-rooted and sincere.



Group of peasants
At Anancy, headquarters of American Committee for Devastated France. Miss McGuinness is sitting at the right in nearest foreground.

You can do a daring thing in business easily and confidently, if you are riding the wave of success. But if you can meet a crisis that threatens the life of your business, and can act then with saneness and judgment and daring, you have moral courage.

—Fielding H. Yost.



The Queen of the American Merchant Marine

A Ship with a Soul

CHARLES E. MURPHY

Just five years ago, plus a few months, they marched us from train to ferry at Jersey City. We were infantry, and green infantry, too, bound for a foreign land for a fate beyond our control or knowledge. As the ferry glided out of its slip conjecture was rife as to what transport we would get. The pugnosed ferry veered toward the left and then headed straight up the Hudson toward Hoboken. Almost immediately there became visible three gigantic stacks, and the upper part of a great hull, grey and sombre in the distance. The realization of what ship it was struck every one immediately. Whispers ripened into stronger voices: "It's the *Leviathan!* We get her!"

Shouts—there were none. Army discipline took care of that; but the hearts of those doughboys-to-be were gladdened on that very solemn occasion by the prospect of sailing to France on the "Queen of Transports." She had a history, this ship, and she was making more history right then.

The Army and the Navy were working together—and doing it well. We were soon

at Hoboken on the opposite side of the *Leviathan's* pier, and a few minutes later every man had walked up the gang plank, received his bunk check, and gone tramping down the stairways to his bed below the water line. They were sights to see—those bunks below the water. Three high they were, stacked from just above the floor to just below the ceiling. They were made of heavy canvas, supported by iron poles on each end. They couldn't have got them closer together; for 12,000 troops were to be taken over, plus a crew of 1,400 men. That's a small city—13,400 human beings.

Our first night on the *Leviathan* was spent as she lay at her pier in Hoboken. It was a restless night, hot and sticky below deck, where most of us were as the result of the order, "All men below deck until further notice."

The next morning we felt a slight vibration. The engines had started and we slowly backed to the middle of the Hudson. Some of us were lucky to be near port holes, so we saw this

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great cradle of the seas, with thousands of troops as cargo, point her nose down the bay and slowly make her way toward the Atlantic.

May we confess a few tears, some checked quickly, others not so soon. Voices were a little husky as we slipped by the Whitehall Building, and one lad said: "Gee, there goes my old office." But there is always a redeeming sense of humor among American troops, and it saved us from any protracted heart-aches or sentimental brooding.

We had not sailed long before the men began to know their way about their own sections of the big vessel. The troops started to talk with the sailors of the crew. Rumors held sway. One sailor started the rumor that the Kaiser had offered a reward of \$20,000 to the submarine captain who would torpedo the *Leviathan* on this trip. That news didn't set right with the soldiers at first, but inevitable joking killed any grave effects of the rumor. For the first two days any who felt anxiety were reassured by the sight of four American battleships zigzagging continually in front and back of the *Leviathan*. And the entire first day an armored balloon acted as sentry about a mile in front of us.

"Abandon Ship" drill was a regular thing—and always at unexpected moments. A quiet snooze, a much-needed shave, a shower bath—any of these occupations and many others were rudely interrupted by the clarion call of the "Abandon Ship" bugle. Every man was trained what to do. Each officer had a post. And a few minutes after the sound of the bugle twelve thousand troops found their way to the upper decks, clad in their life-savers, ready for any contingency. These drills were efficient and well done, but, thank Heaven, they never changed from just practice to the actual need.

During the hottest days all the troops received a cold salt water bath on the great expanse of the promenade deck. A hose would be turned on them until they were cool and refreshed. At night all men were below deck, excepting the guards who were stationed at every door and exit. For those of us who had guard "tricks" in the middle of the night there seemed to be many nightmares. There were no lights, and finding one's way down a long companionway or through a narrow hall, with no lights whatsoever, furnished many exciting moments. One's nerves, no matter how good, received preparation for the greater tasks that were to come in the front lines.

A few of us whose nightly guard duties called for passing by the "galleys," or kitchen, found

favor with two big hearted mess sergeants, and each night we received at their generous hands a beef-steak sandwich. Those sandwiches always seemed to take an hour out of our "watch."

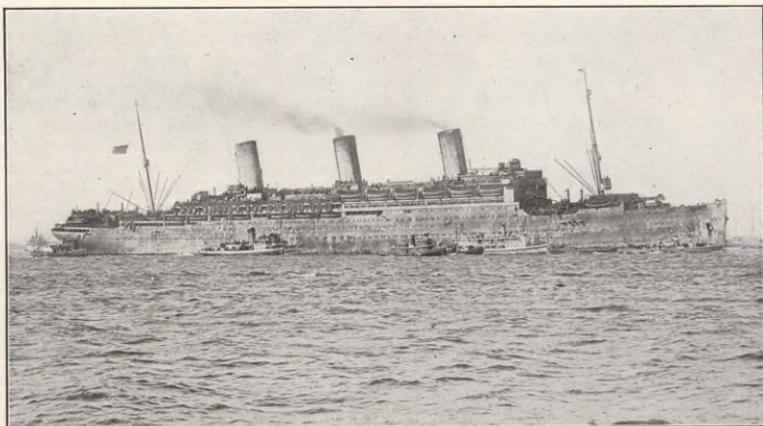
The *Leviathan* on that trip, her second as a transport, made Brest, France, in seven days flat. Riding in a canoe could have been no smoother. She glided through the sea as gracefully as a swan, even when zigzagging her way from left to right through the submarine zones.

During her labors as a transport the *Leviathan* was stripped for action. Every frill had been eliminated. All decorations had been dismantled, and every inch of space was devoted to that one purpose: getting troops to France. As a few of us inspected her at her pier a few days before she sailed on July 4th of this year as the flagship of the American Merchant Marine, this great vessel furnished a marked contrast to her war-time make-up.

Luxury had been substituted for utility, and she had been prepared for dress parade instead of a dangerous duty. There where guards had done their tedious hourly watches stood liveried attendants ready to make comfort a certainty. Those great wide decks where long lines of troops had stood with life-savers fixed, ready for a call to the life-boats, now contained rows of easy steamer chairs.

Below deck, too, all had been changed. Where thousands of troops once ate from their metal mess kits was established a kingly dining room with splendid decorations. And so on seemingly *ad infinitum*, there was a complete transformation. A grey, sombre, business-like transport had been transformed into a luxuriously bedecked caravan of ease and comfort. Even those battleship-grey stacks purposely made dull in war time, now were painted vividly in red, white, and blue.

Yes, there she was, magnificent, majestic, a thing that inspired. To thousands who saw her only in her dress parade uniform she was merely the essence of luxury. But hundreds of others, who knew her intimately as the greatest soldier-ferry in the history of the world, felt that her great hull contained a something inexplicable, with which are associated hours of strained nerves, mayhap fear, thrilling moments, and a love engendered only through contact during tense periods of anxiety and arduous duties. To those the *Leviathan*, even though transformed, was more than a palace of the sea,—it was something with a soul.



The Queen of Transports

LAW CURRENT

Rob't A. John

Government Ownership of Railroads.—The Legislature of the State of Texas has memorialized the Federal Congress to pass an act requiring a state to furnish sufficient money to operate a non-going bankrupt railroad. The act is also to authorize the vesting of title, or part of title, to said road in the State so furnishing the funds, and is to exempt such roads from all the transportation acts of the State and Federal Government. (General Laws 38th Legislature, p. 433.)

Russian Soviet Republic Can Not Sue in Our Courts.—The Court of Appeals of New York in the recent case of *Russian Socialist Federated Soviet Republic v. Cibrario et al.* (235 N. Y., 255) holds that a foreign power brings an action in the courts of our country not as a matter of right; that its power to do so is the creature of comity and, until such government is recognized by the United States, no such comity exists. It was held that the Russian Soviet Republic not having been recognized by the United States could not maintain its action in the New York courts.

Statutes Requiring Payment of Wages within Seventy-two Hours

after Demanded by Employee Held Invalid.—Indiana Acts 1915, p. 107, provided that within seventy-two hours after any employe voluntarily quits his employment or is discharged, his employer must pay to such employe in full the wages due him to the time of quitting service, and penalizes employer for violation. In *State v. Martin* (139 N. E., 282) the Supreme Court of Indiana held that such provisions are invalid because they are unreasonable and deny due process and equal protection of the law guaranteed by Fourteenth Amendment of Federal Constitution.

Contract to Purchase Royalty Under Oil Lease Not within the Statute of Fraud.—The Commission of Appeals of the State of Texas, with the approval of the Supreme Court, holds in the case of *Morgan Jones v. J. H. O'Brien*, 251 S. W., p. 208, that in an action for damages for failure to purchase royalty under oil lease, under a parol or oral contract, that such contract was not within the statute of frauds; that is to say, was not such a contract that was void unless in writing. The holding in this case was that such an interest covered oil only after production, and was contingent on the life of the lease.

Mines and Minerals. Reservation of Minerals with Right to Mine Held to Include Oil and Gas.—A

grant of land, reserving in the grantor "the minerals lying in and to the said land" is sufficiently broad and comprehensive to include oil and gas, and even where certain minerals are named definitely, the doctrine of the *ejusdem generis* will not apply, but the general term of minerals was sufficiently broad to include both oil and gas. *Elliott v. Nelson*, 251 S. W., p. 501.

West Virginia Law Regulating Sale of Natural Gas Held Invalid.—Chapter 71 of the West Virginia Acts of 1919 provided in part that if any person engaged in furnishing natural gas for public use within the State should have an insufficient supply, then the Public Service Commission of West Virginia could require any other person producing or furnishing natural gas for public use in the State or transporting the same through the State to furnish to such person having an insufficient production or supply, natural gas for the purpose of supplying such deficiency at such times and upon such reasonable terms, conditions, and rates as the Commission might prescribe. The States of Pennsylvania and Ohio by original actions in the United States Supreme Court questioned the constitutionality of this enactment. The United States Supreme Court now holds that this act of the legislature of West Virginia is a void and inoperative enactment because it contravenes the limitations which the Constitution of the United States places upon state action in respect to commerce among the several States.

Kansas Industrial Court Can Not Regulate Wages.—On June 11, 1923, the United States Supreme Court handed down a decision in the case of *Charles Wolfe Packing Company v. Court of Industrial Relations of the State of Kansas* (Advanced Opinions U. S. Supreme Court No. 17, p. 756), holding that the Kansas Industrial Court can not regulate wages and prices and that the Act creating the court conflicts with the Fourteenth Amendment of the Constitution. The Court in its unanimous opinion delivered by Chief Justice Taft said in part:

"It has never been supposed, since the adoption of the Constitution, that the business of the butcher, or the baker, the tailor, the wood-chopper, the mining operator, or the miner was clothed with such a public interest that the price of his product or his wages could be fixed by State regulation.

"It is true that in the days of the early common law an omnipotent Parliament did regulate prices and wages as it chose, and occasionally a Colonial legislature sought to exercise the same power; but since the adoption of our Constitution, one does not devote one's property or business to the public use or clothe it with a public interest merely because one makes commodities for, and sells to, the public in the common callings of which those mentioned above are instances."

Sonneborn Bros. v. Keeling.—(United States Supreme Court Advance Opinions, July 2). This case very clearly draws "the distinction between the immunity from state taxation of imports in original packages, and that of articles coming from interstate commerce in original packages."

Interstate Commerce: "The oil had come to a state of rest in the warehouse of the appellants, and had become a part of their stock with which they proposed to do business as wholesale dealers in the state. The interstate transportation was at an end, and whether in the original package or not, a state tax upon the oil as property, or upon its sale in the state, if the state law levied the same tax on all oil or all sales of it, without regard to origin, would be neither a regulation nor a burden of the interstate commerce of which this oil had been the subject."

Imports: "It is the article itself to which the immunity attaches, and whether it is in transit or is at rest, so long as it is in the form and package in which imported, and in the custody and ownership of the importer, the state may not tax it."

In other words, if the commerce clause is invoked as an immunity against state taxation, it has no application if the commodity, though in original packages, has come to rest in the state and is held for sale; but, if the article is an importation from abroad it is exempt from state taxation under the import clause, even though it is at rest in the original package, as long as custody and title remains in the importer.

Toward the preservation of your Government, it is requisite not only that you discountenance irregular opposition to its authority, but also that you resist with care the spirit of innovation upon its principles, however specious the pretexts.—*Geo. Washington*.

The 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 before the 25th day of each month, departmental news, photographs, and other items of general interest. Material for this purpose should be sent to them before the 20th of the month. All are invited to cooperate.

Refining Dept.
Natural Gas Dept.
Ry. Traffic & Sales Dept.
Marine Dept.
Legal Dept.
Treasury Dept.
Comptroller's Dept.
Insurance Dept.
Governmental Reports
Sales Dept. S. Territory
Sales Dept. N. Territory
Sales Dept. W. Territory
Asphalt Sales Dept.
Export Dept.
Purchasing Dept.
Producing Dept.
Pipe Lines
T. T. Co. of Mexico S. A.

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

REFINING DEPARTMENT

WATER SHIPMENTS BY THE TEXAS COMPANY FROM
PORT ARTHUR, TEXAS, MONTH OF JULY 1923

Refined—Coastwise.....	788,064
Refined—Foreign.....	327,011
	1,115,075
Crude—Coastwise.....	385,652
Total.....	1,501,627

N. Y. Off. Term. Div.—We are happy to have with us again W. S. S. Rodgers, Jr., who has returned from a business trip through countries of Europe, among which were England, France, Italy, Switzerland, Sweden, and Belgium.

P. E. Taylor, Engineering, has resigned to take a position with the Erie Railroad. Our good wishes go with him.

We extend heartfelt sympathy to Miss L. Schillo, who has suffered the loss of her father.

To T. F. Quinn, who also recently lost his father, we extend our sympathy.

Bayonne Terminal.—A welcome addition to the Bayonne organization is David D. Gilchrist, Jr., transferred from the New York office, as engineer.

Julian Woolsey, toolman in the Machine Shop, is wearing a broad smile since the stork made a granddaddy of him.

George Haligowska, long a member of the warehouse force, and Miss Durnan, daughter of "Larry" Durnan of the warehouse, decided

to take the fatal step. Our good wishes are extended to the happy pair.

Providence Terminal.—Head General Clerk J. A. Hill is taking a vacation for a run-down condition. We hope to see him back on the job soon. A. F. Schloss, of the New York Office, is relieving Mr. Hill.

We extend sympathy to Mr. and Mrs. H. C. McAnall for the death of Mrs. McAnall's father.

Norfolk Terminal.—Messrs. Edwards, Harmon, and Gallup, of the Steam Power and Water department, are organized as a first aid team and called the Safety Team. In the latter part of July an employe of the local trolley was electrocuted while working on a high tension feed wire. That company telephoned to us and asked our help. The team responded and administered first aid, working so efficiently that the doctor commended them highly upon their knowledge of the use of the lungmotor and their proper manner of caring for the patient.

Railway Traffic and Sales Department



Denvermann

A train now rumbles out the shed,
Deyv's in the car ahead
Swaying on the rails of steel,
Casey Jones is at the wheel.

Far from Nepperhan his goal,
Denver rates will be his role.
Flivvers run throughout the West,
So Texas Gas must do the rest.

Horace Greeley said "Go West."
Dev, we wish you all the best;
To the Texas Star be true,
And keep the faith we've placed in you.

The TEXACO STAR

MARINE DEPT.

The American Marine Association, being of the opinion that the interests of American Shipping can be best served by an American Marine Congress, has issued invitations to those representing the marine industry and other industries interested in water transportation, to attend a Marine Congress in New York City November 5-10, 1923.

The purpose of the Congress may be briefly stated: "To Increase the Competitive Capacity of American Ships."

In order that there be no confusion and loss of time when the Congress convenes various committees have been chosen each of whose duties shall be to formulate and present the particular recommendations and suggestions of the group or locality which they represent.

The general policy of all the committees of the Congress is one of open mindedness. The Committees do not advocate any particular policy. They are asking the coöperation of all groups and classes in an effort to develop a program that will be generally satisfactory to all industries interested in shipping—a program which will be so generally satisfactory as to secure the support of all groups, and by so doing become so strong that the Administration and National Congress will have before them the concrete desire of the entire country with regard to our National Shipping Policy.

The Committees are determined upon the policy, however, that party politics and matters of a controversial nature are to be barred from the Marine Congress.

Several preliminary divisions of activity have been determined upon, which tend to show the direction of thought and effort that are going into this movement. These divisions of activity are all of aggressive self-defense for American shipping:

1. To urge, sponsor, and recommend the modification or repeal of statutory restrictions which tend to burden the world-wide competing capacity of American ships, but at the same time maintaining or establishing all necessary restrictions pertaining to the safety of passengers and crews, protection of goods, and protection of rights, quarters, and living standards of American crews.

2. To recommend the adoption of such new legislation as will increase the world-wide competitive capacity of American ships.

3. To recommend and urge such necessary modification and changes in the steamship code as may be advantageous.

4. To develop and recommend such aid as will permit of an advantage in favor of building and repairing in American ship yards, with American labor and materials.

5. To recommend such standardization of construction and operation as will tend to reduce operating costs and increase competitive capacity.

6. To recommend and urge the repeal of such legislation as permits government agencies (such as Navy Yards) to compete with private enterprises (such as private ship yards).

7. To consider and make recommendations concerning government owned ships or lines competing with private ownership.

8. To consider the advantage of reciprocal agreements with foreign lines on both outgoing and incoming shipments.

Frank J. Shipman, Superintendent of Government and Marine Sales, Northern Territory, who is Vice President of the American Marine Association, has been appointed Vice Chairman of the Administrative Committee which is vested with the power to negotiate for, arrange, direct, and execute all plans of organization. Every detail of organization and the smooth running of the whole project come within the responsibility of this committee.

L. A. Jacob, Superintendent of Advertising, is an Advisory Member of the Publicity Committee, which is charged with the responsibility of preparation, release, and national distribution of all publicity concerning the Congress.

Two terpsichorean skippers of our fleet are reported by *The Tampico Tribune* as follows:

Recently Capt. Jonassen came into port, took good care that his ship was moored, that all was right aboard, grabbed his papers, made entry, and after his business was fully cared for went to the Louisiana for dinner. It happened to be Country Store night and the Captain's feet began to twirl as he saw the fair ones moving the latest steps. Then the captain got up and out on the floor. He shook such a fancy foot that he won the prize waltz.

Now here's another part of the story. Out he went to sea and by wireless caught his son L. M. Jonassen who also is a captain. "Boy your old man got it all over you. If you had the pep of your Dad perhaps you could say you were a chip of the old block. I fanned such a fancy foot in Tampico I won a prize waltz. Don't you wish you had my pep?"

Here's another part of the story. Young Cap arrived, attended to his affairs, and Wednesday night went to the Louisiana and won the special prize waltz. Not only that but he gave a perfect imitation of Mordkin the great Russian dancer. Also he gave an exhibition of other kinds of dancing that made the old man look like a wheelbarrow of Russian rubles.

The next part of this story will be the exchange of wireless messages between young Cap and his dad.

The TEXACO STAR



Marine Sales—Southern Territory

1. French Navy. S. S. *Garonne*. This Naval Collier, like many other French Naval vessels, uses Texaco lubricants. M. Pellier, Chief Engineer (insert), has declared that it is a pleasure to operate his ship with Texaco Marine Oils; he requires and receives them with the usual Texaco courtesy.

2. One of the most picturesque vessels afloat is the Motorship *Rubicon*, owned and operated by the Roatan Trading Company of Roatan, Spanish Honduras. Her Diesel engines are successfully lubricated with Texaco Ursa Oil. No greater Texaco booster could be found than Sr. Garcia (insert), Chief Engineer of the M. V. *Rubicon*.

3. The S. S. *Chicago Maru* of the O. S. K. Line, is another Texaco successfully lubricated vessel. The insert shows Chief Engineer K. Kawakami, a staunch believer in Texaco Marine Lubricants. The vessels of the Osaka Shosen Kaisha are covered by Texaco Marine Lubricating Contract recently closed by the Export Department.

4. Southern Pacific Steamship Company. S. S. *Creole*, Mr. Hunt, Chief Engineer. The vessels of this Company, maintaining passenger and cargo service between seaboard territory and Gulf ports, are lubricated with Texaco products, which go a long way toward maintaining this dependable service. The *Creole* is one of the premier vessels of the line.

TREASURY DEPT. Credits and Collections Division, Houston.

—Earl N. Warner on June 16 surprised us by announcing his marriage that afternoon to Miss Mildred Floyd. The happy couple spent a short honeymoon at Galveston and are now at home at 1517 Lubbock Street, Houston.

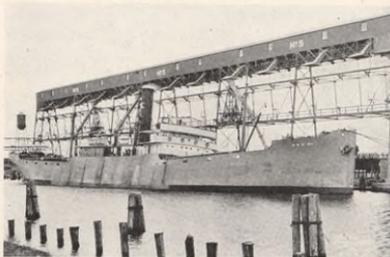
On August 1st we lost by transfer two who had been with us for years: Earl N. Warner to Refining Department, and Rene Bacarisse to Comptroller's Department.

Roy Demme, formerly hall boy, is now file clerk in this Division.

SALES DEPT. Marine Sales Division. S. TERRITORY

—The American Marine Congress will convene in New York, November 5-10. A fitting exhibit by The Texas Company will be installed in the Grand Central Palace, which will be the center of interest during American Marine Week.

The fact that Texaco Marine Lubricants may now be procured at practically all of the



Sociedad Anonima Cros, Barcelona, Spain

S. S. "Sac 2." Sr. Santiago Giran, Chief Engineer. One of a large fleet operated by the Sociedad Anonima Cros, all successfully lubricated with Texaco Marine Lubricants.

The Sociedad Anonima Cros also owns a number of electrical fertilizer plants in various parts of Spain, the intricate machinery of which is lubricated exclusively with Texaco products. The efficiency of Texaco Lubricants on land and sea is recognized by steamship lines and industrial plants of all nations.

The TEXACO STAR

West Coast ports has been very favorably commented upon by engineers aboard vessels touching at Southern Territory ports. The extension of Texaco facilities and service to the West Coast is resulting in increased marine business.

We are gratified to note the return of W. G. Craig to the ranks of Texaco representatives, and particularly pleased to note his assignment as Marine Salesman at Tacoma, Washington. Mr. Craig was formerly Marine Salesman in New Orleans.

Frank J. Shipman, Superintendent of Government and Marine Sales, New York, and M. D. Greer, of the Export Department, received the courtesy of invitation from Chairman Lasker of the United States Shipping Board to make the trial trip on the *Leviathan*, sailing from Boston to the Bahamas and returning to New York. Bunkered and partially lubricated with Texaco, the former giant German liner made the trial trip in record time.

Houston District.—We have opened new stations at Freeport and Mathis, Agents G. W. Hunt and John Dobie respectively. We anticipate listing Freeport and Mathis among our best stations.

Mrs. Gertrude Hicks, stenographer in D. O., was married to Mr. J. M. Tackaberry on July 19 in Houston, Texas. After a short stay in Galveston they are now welcoming their friends in their new home in Oxford Apartments. The entire force of the D. O. unites in wishing these young people a life of happiness and prosperity.

We are indeed sorry to learn of the serious illness of Mrs. B. L. Kowalski, wife of our Valley Representative. Mr. Kowalski's many friends wish her a speedy recovery.



Blake Auto Supply Company, Houston, Texas

The trade of this filling station, Main Street at Anita Avenue, demands the best products and service, therefore the Texaco Line has been chosen exclusively.

Dallas District.—The sudden death on



Sterling G. Abraham

July 2 of Sterling G. Abraham, Cashier at Abilene Station, saddened the hearts of his many friends in the Dallas District. He was 22 years old, the son of Thos. Abraham, Assistant Superintendent of Dallas District. Funeral service was held at the family home in Dallas, burial in Oakland Cemetery. We extend deepest sympathy to the family.

We extend sympathy to the family of W. R. Allen, who was accidentally killed on July 4th. He entered the service as Commission Agent at Jacksonville, Texas Station, September 1, 1915. The agency of the Company will remain with Mrs. Allen.

Great things are expected of new A. F. S. No. 1 at Abilene, with H. G. Castle as Agent.

The Texaco Baseball Team at Dallas is still pulling down honors. They went to McKinney on the 4th of July. On arrival they were met by our Agent with a truck decorated in the proper colors and large signs announcing the game. Our team defeated McKinney 12 to 5, being the second game lost by McKinney this season.

Oklahoma District.—Tulsa A. F. S. No. 5 was opened on August 13 with pomp and ceremony. But shortly after the opening it was necessary to dispense with the pomp and ceremony and to press everybody into service, including Special Agents Johnson and Rawls, Agent Wallace, City Salesman Epperson, and six or eight filling station employees. From six in the morning until eleven at night a constant string of automobiles passed through the station. If at any moment business became lax, Special Agents Johnson and Rawls and others, through a megaphone, persuaded passing automobiles to drive in. Their voices the next morning indicated that they had done overtime in this respect. Business was so rushing that they had no time to get meals,

The TEXACO STAR

and sandwiches and coffee were served through the day to keep up spirits during the mad rush. At the end of the wildest day they had ever experienced all were very tired but elated at the volume of business handled, which doubtless broke all records for two pumps.

As these notes are being written Oklahoma City Station is having a big parade through the down town streets advertising the opening of our new drive-in filling station No. 4. All are on their toes trying to beat the record made by the Tulsa boys last Saturday when they opened up their A. F. S. 5.

A 9-lb. baby girl born to Mr. and Mrs. W. E. McCurdy of Oklahoma City, Aug. 14. On Aug. 22 Bebe Joyce arrived to gladden the hearts of Mr. and Mrs. H. W. Pauls of Pittsburg, Kansas. Special Agent Starbuck reports that his "special order" for R. D. Jr. was carried out and the little chap arrived in good order on the first of the month. Congratulations folks.

You're never safe—that is what Jack Martin, bookkeeper in D. O., thinks. He was sitting in an auto parked at the curb, had just started his car to back out, when along came a wild eyed driver, ran into his car from the rear, threw Jack through the wind shield, and cut the jugular vein in his throat. He was rushed to the hospital by Chief Accountant Lauman and is now getting along nicely.

New Orleans District.—Special Agent and Mrs. J. A. Morson are the proud and happy parents of a boy baby who arrived August 21. Andrew Alexander Morson, we welcome you!

To our old friend Jack Harville we should have long ago expressed our regrets at his departure for Western Territory, but could scarcely find words for our sentiments. When promotion calls, one must sever himself from home and friends; therefore, we sum it up in



New Orleans A. F. S. 6

At Canal and Broad Streets. This station puts out an excellent gallonage. Charlie Spahr and J. A. Bergstrom are the Cashiers.

saying our best wishes and fondest recollections follow him wherever he goes. We know the Western Territory will find Jack a man equal to all trusts placed in him, for that is the standard he has left with us.

Atlanta District.—We take pleasure in announcing the recent transfer of W. L. Heinz from Agent Youngstown, Ohio, to Atlanta District as Salesman, headquarters Atlanta. Mr. Heinz has been with the Company several years and he is a real business getter.

City Salesman S. L. Styles of Greenville, S. C., and Miss Mary Kern also of Greenville were married on June 17. Mr. Styles was transferred from Truck Salesman to City Salesman on June 15, so the month of June seems to be an important month for him. Miss Kern is the sister of Truck Salesman J. M. Kern, Spartanburg, S. C. We extend heartiest congratulations.

Single men in the D. O. will soon be a scarce article. On August 18 G. T. Fulton (Tommy), File Clerk, and Miss Olive Thompson of Decatur, Ga., were married. We wish them all kinds of happiness.

We have several new arrivals in Texaco families to announce: Joseph Henry Jones, 8½-lbs., July 2, at the home of Salesman T. Q. Jones of Greenville, S. C.; fine baby girl at home of Salesman E. L. Pope of Atlanta; 9-lb. boy at home of Tankmotorman G. S. Young of Bainbridge, Ga.; baby girl on July 15 for Tankmotorman J. G. Griffin of Charleston, S. C.; 10-lb. boy, March 3, at home of Agent H. N. Shealy of Union, S. C.

To Truck Salesman C. D. Howell of Union, S. C. Station we extend sympathy for the death of his wife on July 29.



Our Repair Shop at Columbia, S. C.

Salesman Hubbard, who sent this picture, says he wishes everybody to know that South Carolina has a few to figure with when it comes to good equipment. He refers to his "Hup" as his Carload Getter and Meal Ticket. In the picture, left to right: Shop Foreman J. P. Stanford, Motor Inspector Wm. Church, Salesman R. J. Hubbard.

The TEXACO STAR

Florida District.—The District Office has recently been honored by many distinguished visitors, including: Assistant Manager W. E. Bradford; W. B. Williams, Ass't Gen'l Sup't S. Terminals; W. E. O'Neil, Gen'l Salesman Roofing Div.; L. B. Jackson and F. B. Roach of New York; J. E. Taylor, Lub. Assistant.

Mr. and Mrs. Taylor stopped in Jacksonville on their return trip to Birmingham after a six weeks vacation in Florida, where Mr. Taylor had gone to recuperate from a severe illness. It will be welcome news to all who know him that his health has greatly improved. We hope that he and Mrs. Taylor may make many more visits to Florida.

The D. O. has also had the pleasure of visits from Agent L. G. Hirth of Fernandina, Fla., and Agent H. H. Wannamaker of Orlando, Fla. These gentlemen are of the highest type of Texaco Agents, who realize that they have the best line in the world, represent the best Company in the business, and set out to convince the trade of these facts. Needless to say, they are both succeeding.

We regret to report the serious illness of P. G. Millen, our livewire Agent at Palatka. To him we extend our tenderest sympathy and wishes for a speedy recovery.

We welcome our new Agent at Haines City, Fla., J. E. Hillhouse. Haines City is a good field and Mr. Hillhouse is wide-awake and aggressive.

SALES DEPT. W. TERRITORY

and when stations now under construction are completed we shall have a larger number than when the District covered the

Denver District.

—We now have 57 Refined Stations and 11 Filling Stations, and when stations now under construction are completed we shall have a larger number than when the District covered the



Greeley, Colorado

Tank truck decorated for July 4th parade. Standing beside the truck, left to right: Clerk and Warehouseman L. A. Myers, Agent C. B. Tillman, Tank Motorman F. L. Adams. The little ladies in the rear of the truck are the daughters of Mr. Adams. Their unique costumes were the subject of much favorable comment.

territory now in Billings and El Paso Districts. With more stations in a smaller territory, the business is being handled in a more economical and satisfactory manner.

At a meeting of the Texaco Bowling League on August 22 it was unanimously agreed that we should enter one of the Industrial Leagues for the 1923-1924 season. L. A. Doty was re-elected Manager, and A. D. White Secretary-Treasurer. A whole-hearted cooperation is solicited that we may put it over better than ever this year.



Texaco Baseball Team

Leaders in Denver City Oil League. Left to right, rear row: Floyd, Johnson, Manager Daniel, Treasurer Schwert, Scorer Wilson, Adviser Law, Merrill, Beulah, Blasingame. Front row: Reed, Cecil, Coney, Gibson, Terry, Eldrick, Trainer McCamly.

El Paso District.—Accounting and Credit departments were moved from Denver to El Paso on August 1, 1923, and we now have a fully organized District Office functioning. After having held the fort almost single handed for a whole year, it is inspiring to see such a fine bunch of reinforcements.

E. W. Golden, erstwhile salesman in Albuquerque territory, has come back into the fold



Design for triangular lot

El Paso A. F. S. 3, specially designed, 20' x 20', four pump, red brick, green roof filling station for triangular lot. We are duplicating it on a similar site in Pensacola, Florida.

The TEXACO STAR



Speech at a Roundup

Our genial Agent, Mayor F. O. Blood of Las Vegas, New Mexico, made a speech at a roundup and get-together celebration recently held in Las Vegas. The gentleman on the right is Governor Hinkle of New Mexico.

and is now fighting competition for a few well directed goals over Arizona way. Welcome home, E. W., and good luck.

William Hazelton, Filling Station employe, El Paso, and son of E. L. Hazelton, District Construction Foreman, was killed in an automobile accident on July 12. "Bill," as he was called by all who knew him, was one of the finest, most manly young fellows we have ever seen, and it is hard, indeed, to find words with which to express the sympathy we feel for his bereaved parents.

Billings District.—The D. O. is now running full steam ahead. At a meeting of the employes on August 17 a Texaco Club was formed: Creditman Walker, President; Chief Accountant Grimes, Vice President; Miss Daly, Secretary-Treasurer. The twenty members are planning several social affairs.

The following new stations make their bow:

Whitefish, Montana	Grafton, North Dakota
Plains, Montana	Langdon, North Dakota
Powell, Wyoming	La Moure, North Dakota
New Rockford, N. Dakota	Casselton, North Dakota
Mandan, North Dakota	

P. J. Klaus has been transferred from Southern Territory to North Dakota as Construction Foreman and new stations are rapidly appearing in that part of Billings District.

Fred Lane recently negotiated an important contract whereby he has promised to love and support Miss Velma Woody of Denver. All join in offering congratulations.



One of the best in Montana

We are proud of the Texaco exhibit in the sales window of Partington's Garage, Billings, Montana. This is one of the most complete and up-to-date garages in the State and 100% Texaco.

Omaha District.—Our District is young but is going to make some of the older ones sit up and take notice.

The following tank stations are now in operation:

Aberdeen, S. Dakota	L. S. Barton, Agent
Beatrice, Nebraska	B. D. Hotchkiss, Agent
Huron, S. Dakota	Chas. M. Brewster, Agent
Lincoln, Nebraska	O. C. J. Weiss, Agent
Mitchell, S. Dakota	L. W. Craig, Agent
Pierre, S. Dakota	C. A. Crow, Agent
Watertown, S. Dakota	Clair Walsh, Agent
Yankton, S. Dakota	Geo. Braidwood, Agent

We welcome to Omaha District L. C. Ingram (Sox) as Salesman. Mr. Ingram comes from Atlanta, Ga. Sox was a famous ball player on the Georgia Tech Team and we predict he will knock many home runs in his new territory.

We extend sympathy to Salesman J. C. Allen for death of his sister on August 1.

The Texas Company of Utah.—On the morning of August 27 newspapers announced the youngest addition to the happy Texaco Family. It was christened "The Texas Company of Utah" by its proud guardians—F. W. Freeman, President; H. W. Dodge, Vice President; L. T. Bass, Secretary and Treasurer. The child is a fast growing youngster and has already learned to say: "Salt Lake City the Model District—Best of the Best."

The Texas Company when entering a new territory is cordially received, for the trade sees real and genuine competition and all the benefits that go with it. Utah was no exception. The newspapers not only gave us an eight column front page write-up, but supported this with editorials. The public is welcoming us from all sides.

The TEXACO STAR



Metropolitan and New Jersey Territories on Outing
At Seidler's Beach, New Jersey, July 11, 1923.

SALES DEPARTMENT N. TERRITORY

A Coat of Tan

In July when fickle some fashion
Decreases that your face should be tanned,
Each cute little maid
Shunned the horrid old shade,
And basked on the shimmering sand.

She'd lurk day by day in the sunlight,
Quite thoughtless of freckles or frowns,
While enduring the blaze
And the glittering rays
Of the sun as it burned her up brown.

But now that the sunset of summer
Has dawned into September morn,
This cute little peach
Beats it home from the beach,
With a glance and a sigh most forlorn.

Then at home for the rest of the season,
She'll revel in lotions each day,
And powder her nose
Every place that she goes,
To drive tan and freckles away.

But next summer we'll see her as usual,
As freckled and tanned as of yore,
While she sports on the beach
With her men within reach,
Or learns how to swim as before.

—Allen F. Brewer, *Mech. Egr.*

New York District.—George MacNair, who, for the last 3 years has handled detail

work in office of Supervisor of Equipment, is leaving to accept an advancement in another line. Our best wishes go with him.

Paul Siegrist is being transferred from Clerk in Long Island Repair Shop to Mr. MacNair's position in office of Supervisor of Equipment.

Boston District.—We regret to announce the death of E. Perkins. Mr. Perkins for the last year and a half has been in our sales force for Metropolitan Boston. Prior to that he handled the movement of tankcars for the Traffic Division, having been transferred here from Mr. Jervis's office in January 1921. Mr. Perkins was a veteran of the World War and spent two years in active service in France.

Miss M. M. Murray, who has handled Assistant Superintendent Morrison's files for several years, has been transferred to the Chicago Office. As a token of the esteem in which she is held by all here, a wrist watch was presented to her by District employes.

Miss Mae Condon, bookkeeping department, deserted her life of single blessedness on August 11 and was married at Rockland, Mass., to Mr. William H. Ryan. The happy couple are motoring through Canada and will be at home after Nov. 1 at Roslindale, Mass.



Penn Yan, N. Y. Station

Owned and operated by one of our largest Distributors—The Deyo Oil Co., Inc., of Binghamton, N. Y.
The Deyo people have several stations throughout the central part of New York State.

The TEXACO STAR

Boston District employes presented the bride with an electric floor lamp and electric toaster.

Congratulations are in order on the birth of an 8-lb. boy to Mr. and Mrs. W. P. Wolf.

Philadelphia District.—Several stations in the Hagerstown district, C. V. Poole, Representative, have run full page advertisements in daily newspapers advertising Texaco products. Special mention is due Agent Dunkle of Chambersburg who put over the last full page advertisement, which included the names of twenty-six 100% Texaco customers.

The Capitol Oil Company, Petersburg, Va., informs us that June 1923 was the largest month they ever had at their Milford, Va. Station. J. E. Richards, their Representative at that point, is to be congratulated.

Miss Netta Labowitz has resigned, effective August 31, we understand for the reason that she is going to be married. Miss Labowitz was given a shower by fellow employes in Lub. Sales as a token of their good wishes.

Accounting won the sixth game of the Interdepartmental Baseball Series, which gave them three victories out of the six games played, Sales having won one, and two having been tied. The game was bitterly contested and was not decided until the final out, 10 to 9.

Chicago District.—We are indeed glad to announce that Superintendent Snell is with us again after nearly three months of struggle to regain his health. His new coat of tan is very becoming. We hope the rest and sunshine have accomplished a complete recovery.

H. C. Jernegan, Supervisor of Sales, is with



July 4th at a progressive station

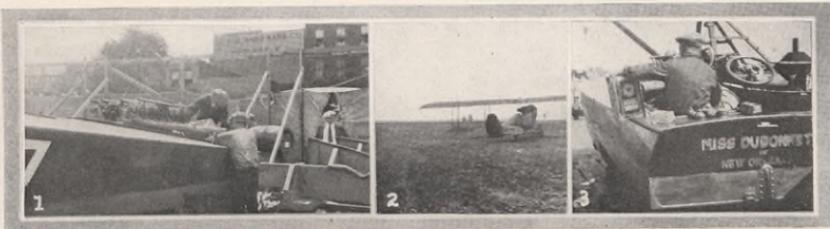
Owned by the Soo Oil Company, Sault Ste. Marie, Michigan, one of our 100% distributors.

us again after several weeks of illness. Harry still wears a cane, but we hope he can soon throw it away or trade it for a fish rod.

F. L. Hunt is also in our midst again after many weeks of illness. Welcome home, "Dad."

James Smyth, Chief Accountant, looked so serious as he went the rounds bidding goodbye—he is going to Ireland and other European points for two months—that he was asked if he contemplated marriage. *Bon voyage*, J. S., we doubt not that you will be glad to get back—first there, and then here.

Norfolk District.—Despite the most severe competition in its history Norfolk District went over the top in June with the greatest gallonage ever put out in one month, going way beyond the previous best month. We have good reason to believe we showed our heels to all the other Districts. To the men in the field is this fine showing due; we have



M. V. P. A. Regatta, Burlington, Iowa, July 2-4, 1923

Manager H. G. Rump of the Burlington Oil Company, Texaco Distributors, sends these snapshots from an interesting regatta.

1. Shows Texaco Airplane Oil No. 1 being placed in the 8 cylinder Curtiss Motor of Ethel XI owned by C. P. Hanley of Muscatine, Iowa. This boat broke the world's record in the 320 class both in the speed trials and on the course. In the speed trials an average of 42.82 miles per hour was maintained for five miles. In the New Orleans Meet this spring the same boat with the same motor turned 2800 revolutions per minute with another oil in the motor. With Texaco Airplane Oil No. 1 the motor turned over 3300 revolutions per minute and broke the world's record.

2. Shows a Curtiss Airplane taking off with Texaco Auto Gasoline and Airplane Oil No. 2. This ship flew for four hours doing stunts and racing with the fast boats. The motor performed perfectly and never a hitch from the gasoline.

3. Shows a five gallon can of Texaco Extra Heavy about to be poured into the 12 cylinder Liberty Motor of the Miss Dubonnet, owned by Mr. Ferran of New Orleans. While this boat did not win the Webb Trophy she is capable of doing 68 miles per hour and never used anything but Texaco Extra Heavy for the motor.

The TEXACO STAR



Congratulations to Agent Fansler, Winchester, Va.

Lieutenant Herbert J. Fahey congratulating Agent G. E. Fansler on the perfect action of his motor in using Texaco gasoline and motor oil. Lieutenant Fahey is flying at the county fairs in Maryland and Virginia for the next few months.

men who are not afraid of work nor of competition.

Salesman C. W. Meyers, who drives his own aeroplane, recently caused a good deal of excitement in Mt. Airy. Flying over this town Charley dropped 2,000 circulars reading:

An Airplane
Must Use the Best
Gasoline and Oil
That's Why I Use
Texaco

It takes a pretty complete salesman to advertise his products as well as sell them—Charley Meyers is almost a complete cycle in the oil industry.

It is very pleasing to note the constantly increasing business of the Capitol Oil Company our distributor at Blackstone, Va. In the month of June they beat their best previous month, which was May 1923, by 4,135 gallons. They beat June 1922 by 85%. The business has increased so rapidly that they have found it necessary to add a second tank truck. This



Staunton, Va.—A creditable showing

Staunton Station is making a very creditable showing despite unusually severe cut-price competition. The picture shows Agent W. M. Whitlock and Chauffeur K. H. Root. This Truck A-1235, capacity 605 gallons, put out in June 32,665 gallons and 480 pounds of grease, covering 1,259 miles, mostly country trips.

station is handled by E. S. Gill, who has been in charge since it was opened, and Floyd Page, who has charge of the new truck.

The whole District received a sad shock in the death of C. E. Nash, agent at Asheville, N. C., on July 4. Earl Nash was one of the original three members of the Norfolk District when it was organized in 1912. After serving successfully in the Norfolk office he was promoted in 1916 to New York where he served only a few months, as he contracted tubercular trouble and was transferred to Denver for his health. After remaining in Colorado for three years he was transferred to Asheville as agent of the North Carolina Oil Company, our distributor at that point, with the hope that his health would be protected by the Western Carolina climate. Earl was not willing to take things easy, as the Company ordered him to do, but put his whole heart and energy into his work, observing no hours, and as a result his health was again broken. Earl Nash was in all things lovable, frank, honest, and cheerful, and his death is a severe loss to Norfolk District and to the entire Company. Our deep sympathy is extended to his widow and little ones in their sad bereavement.

Mr. and Mrs. James Knox Pannill, of Roanoke Station, announce the birth on July 12 of James Knox, Jr., future Texaco salesman. Congratulations, Knox.

Announcement is made of the coming marriage on September 17 of Miss Bessie Mae Cooke and L. J. (Buck) Burlas, of the Accounting department. Here's hoping you and the future Mrs. all kinds of good luck, Buck.

ASPHALT SALES DEPT.

During 1920 and 1921, 50,000 square yards of Texaco asphalt macadam were constructed at the West Point Military Academy. On a recent trip to the Academy a member of our Department learned that the entire yardage is giving excellent service today. In the summer especially West Point is one of the most beautiful spots in the country. It is visited by thousands of American and foreign tourists, and is ever a source of great pride to the former and admiration to the latter. The Texaco roads wind all over the grounds, carrying visitors through the busiest districts and into the most attractive parts. One Texaco road carries some of the heaviest traffic of West Point, including tractors and weighty trucks, and it was found in the best condition after two and a half years' service.

The TEXACO STAR

Texaco gasoline and lubricating oils are without doubt the best on the market, but in our enthusiasm over these products let us not overlook another Texaco oil which annually conditions so many hundreds of miles of the roads traveled by automobiles operated with Texaco gas and motor oil. We mean Texaco Road Oil. The Pennsylvania State Highway Department has used so far this year some 2,500,000 gallons of our Road Oil to make its highways more efficient and enjoyable. As a dust layer this road oil renders invaluable service by preventing the spread of disease as well as eliminating the discomfort caused by flying dust.

Texaco Asphalt plays many different roles in highway construction. Not least important is its part in the repair of cracked cement concrete roads. Superintendent F. V. Widger reports that the State of Illinois, for instance, has used a thousand tons of Texaco for this purpose so far this year.

Of particular interest among recent sales of Texaco Asphalt is a contract calling for its use in the construction of asphalt macadam driveways at the "Summer White House." As many of the readers of *The Texaco Star* know, the "Summer White House," is a name given to the Chatillaury Estate at West Long Branch N. J., at which President Wilson spent summer vacations. Another name by which this Estate is known is "Shadow Lawn."

We learn from Superintendent T. H. Reed of the Southern Division that the city of Vero, Fla., has adopted Texaco Asphalt Macadam Binder as its standard for a hot surface treating material. It is such recognition as this by the road building profession of the country that has placed Texaco Asphalt in the vanguard of paving materials.

Another big thing about the State of Texas to remember is this: there are now 122 miles of Texaco Asphalt on State Route No. 1. This is the present record for greatest mileage of Texaco on a single highway. Colonel A. D. Stivers is our Superintendent in Texas. Second place goes to Walter Macatee, for 115 miles of Texaco on Central Highway of N. Carolina.

C. E. Murphy, Assistant Superintendent of the Advertising Division, on August 23 became the proud father of an eight-pound baby boy. It was not until two days later that the majority of "Murph's" friends learned about his new happiness. On the morning of that day Papa Murphy made the rounds of this Department and presented every smoker with

a cigar on behalf of the little newcomer. Murph has made a host of friends throughout the company during his span of service in both the Asphalt Sales Department and the Advertising Division and all of these unite in congratulations and best wishes.

EXPORT DEPT.

William Bray, who has managed our business in Jamaica ever since we entered that field with our own organization, is now in the United States. He will be transferred to another territory to undertake more important duties. Mr. Bray speaks highly of the zeal and cooperation of our Jamaica organization.

E. C. Battersby, Ass't Manager Shanghai Division, is spending furlough in New York.

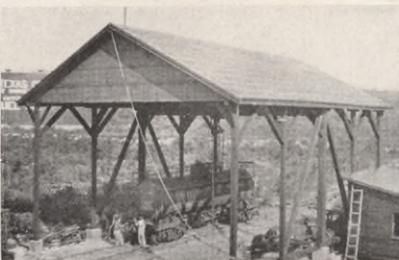
O. F. Bender, Ass't Manager Sydney Office, is spending his furlough in New York.

D. S. Scott of our Hong Kong Office has been in New York for three weeks receiving a course of instruction in lubricating oils, asphalts and general lines. Mr. Scott returns to Hong Kong in September.



Matanzas, Cuba

Wharf of The Texas Company, W. L. Ltd. Showing new fender pile clusters, and piles copper sheathed as protection against tored worm.



Car Repair Shed at Matanzas, Cuba Station
Ten-ton hoist for lifting tanks off trucks.

The TEXACO STAR

PURCHASING DEPT.

Houston Office.—The Purchasing Dep't had charge of the last entertainment for the Texaco Club. A first-class dance at Kensington Dance Hall on July 16 was enjoyed by all. Committee of Arrangements: R. G. Dawson, J. E. Nolen, J. T. Rankin, B. A. Lagarde, J. E. McHale, F. J. Rousseaux. Among out of town guests were Mr. and Mrs. D. M. Phillips from The Texas Company's Fullers Earth Plant at Riverside, Texas, who said they had the best time ever.

During the evening ice cream, which was made special, was served. This ice cream was so good that J. T. Rankin, who was locked up in a jury room, brought the other eleven jurors to his way of thinking, turned in a verdict, commandeered a second-hand Overland, and arrived on the scene just in time to eat up a brick or two of cream and take home a prize which he won.

The prize drawing came off at 10 o'clock:

1st Prize	\$10 Coupon Book	G. W. Foster
2nd Prize	Electric Percolator	Joe Thompson
3rd Prize	Vacuum Jug	J. D. Miller
4th Prize	Watermelon	F. G. Beeler
5th Prize	Basket of Fruit	Jack Duke
6th Prize	Watermelon	B. E. Carson, Jr.
7th Prize	Basket of Fruit	J. T. Rankin
Guest Prize	Refrigerating Basket	C. H. Rocco

PIPE LINES

One more link was added to our system on July 18, when the new Powell line, joining the Powell field in Navarro County, Texas, to our main line, was put into operation.

The Arkansas Division was created July 1, 1923, with O. E. Stimson as Superintendent and E. M. Self as District Foreman, headquarters at El Dorado. Haynesville, La. Station is included in this Division.

We are glad to report word from Colorado that Superintendent J. G. Quinn has almost completely recovered and will soon be back on his job at Wichita Falls.

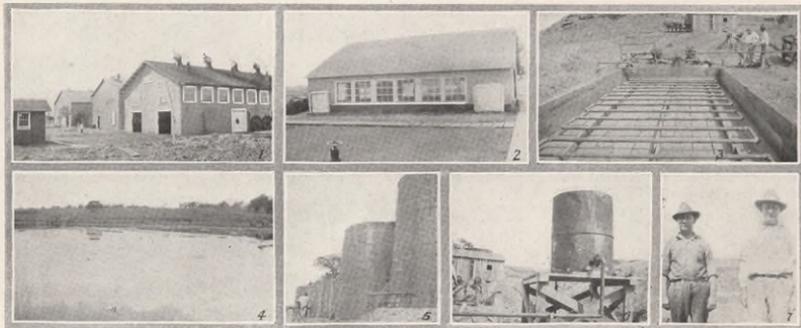
H. H. Canterbury of the Houston Office has been temporarily transferred to the Beaumont Office during the construction of the eight inch Main Line Loops.

W. H. Smith, Connection Foreman at West Dallas, and wife, announce the birth on July 6 of a fine 8½-lb. baby girl.



Champions of Twilight League

Wichita Falls Office Baseball Team. Front row, left to right: Johnson; Davis, Mgr.; Von Allman; Gordon; Highfill; Leach; Clayborne, Mascot. Back row: Kellogg; Smith; L. Smith; Lundier; Griggs; Sanderford.



Henrietta, Texas, Main Line Pump Station of The Texas Pipe Line Company

Showing some views of the Tretolite Plant recently installed to save oil from a large B. S. pit.

1. Pump Station. 2. Manifold House. 3. Sump Pit for recovering oil by Tretolite process. 4. Lake of B. S. to be treated for recovery of oil. 5. Storage tank for oil recovered by Tretolite process. 6. Tretolite Chemical Tank. 7. Engineer L. E. Murrell and District Foreman J. F. Wolf.

SUGGESTIVE INDEX OF CURRENT ARTICLES

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

REFINING. The Three Points of Attack on Production Cost—the Product, the Plant, and the Inter-Relationship of Operations. C. C. Hermann.—*Industrial Management*, July 1923.

LABORATORIES. Hidden Profits in the Product Itself. Arthur D. Little.—*System*, August 1923.

Refinery Problems Affecting Motor Fuel Supplies. F. A. Howard and N. E. Loomis.—*Ind. & Eng. Ch.*, 15: 482.

How do You Operate a Column Still? F. H. Rhodes.—*Chem. & Met. Eng.*, 28: 590.

Decolorization by Absorption during Filtration. F. N. Williams.—*Refiner and Nat. Gasoline Mfr.*, 1: 4: 7. *Chem. Abstr.*, 17: 1134.

Free Sulphur in Motor Fuels, Etc. W. R. Ormandy and E. C. Craver.—*J. Institute of Petroleum Technologists*, April, 1923, page 133.

PRODUCING. Crude Oil Production Must Be Reduced.—*Oil Trade Journal*, July 1923.

FUEL OIL. The Efficient Heating of Oil Fuel. Allen F. Brewer.—*Industrial Management*, July 1923.

SALES. The Added Volume That Made a Profit Possible. John R. Morron, President, The Atlas Portland Cement Company.—*System*, August 1923.

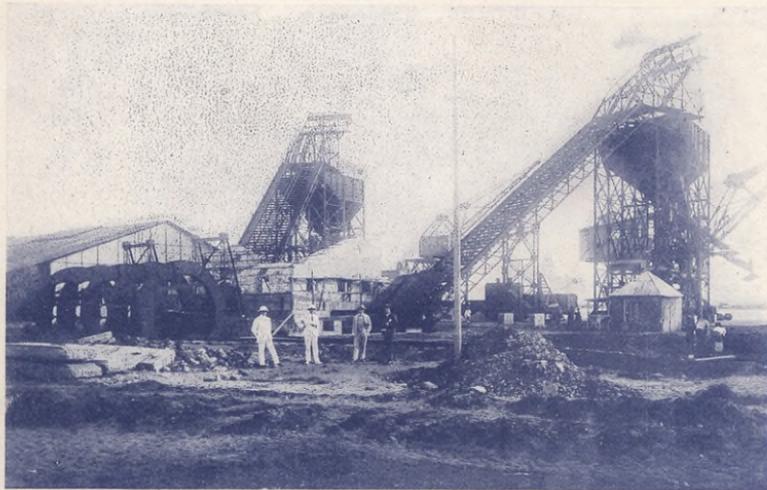
GENERAL. Efficiency Is Gained by Minding Details. Harry Tipper.—*Automotive Industries*, July 19, 1923.

The Reconstructed "Leviathan".—*The Scientific American*, August 1923.

Invention and the "Grifter"—Gathering in the Foolish Dimes and the Heedless Dollars at the Amusement Parks. Edward H. Smith.—*The Scientific American*, August 1923.

The Wooden Indian and the Iron Deer. Allen Tucker.—*North American Review*, August 1923.

The Blue Book of Diesel and Internal Combustion Engines. Cloth, pocket size, \$3. *Ocean Publishing Company*, 25 W. 42nd Street, New York. Covers ground for a Diesel Engine or Internal Combustion Engine License, Stationary or Marine.



Coaling Plant Lourenco Marques, Delagoa Bay, Portuguese East Africa

This huge structure and the Provay Revolving Tipple, dumping 50-ton coal trucks, shown on the left, is entirely painted with "Texacoat."

TO REESTABLISH THE
CONSTITUTION OF
THE UNITED STATES
AND THE PRINCIPLES
AND IDEALS OF OUR
GOVERNMENT IN THE
MINDS AND HEARTS
OF THE PEOPLE