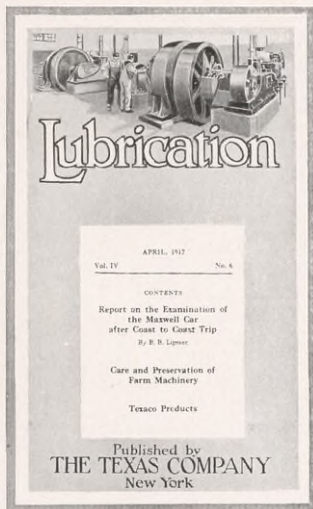


TEXACO STAR

FOR EMPLOYEES OF THE TEXAS COMPANY



MOONLIGHT PHOTOGRAPH OF PORT ARTHUR WORKS (1913)



Published
Monthly
in the
Interest
of
Efficient
Lubrication

SALESMEN AND AGENTS:

Do you know who are receiving our magazine

“LUBRICATION”

in your territory?

Send us a list of towns, villages, and cities in your territory, and we will send you the names and addresses of those who are now getting the magazine.

We solicit your co-operation in making this list as valuable as possible. Help us correct any errors, and let us know who, in your opinion, should be dropped from the list, and why.

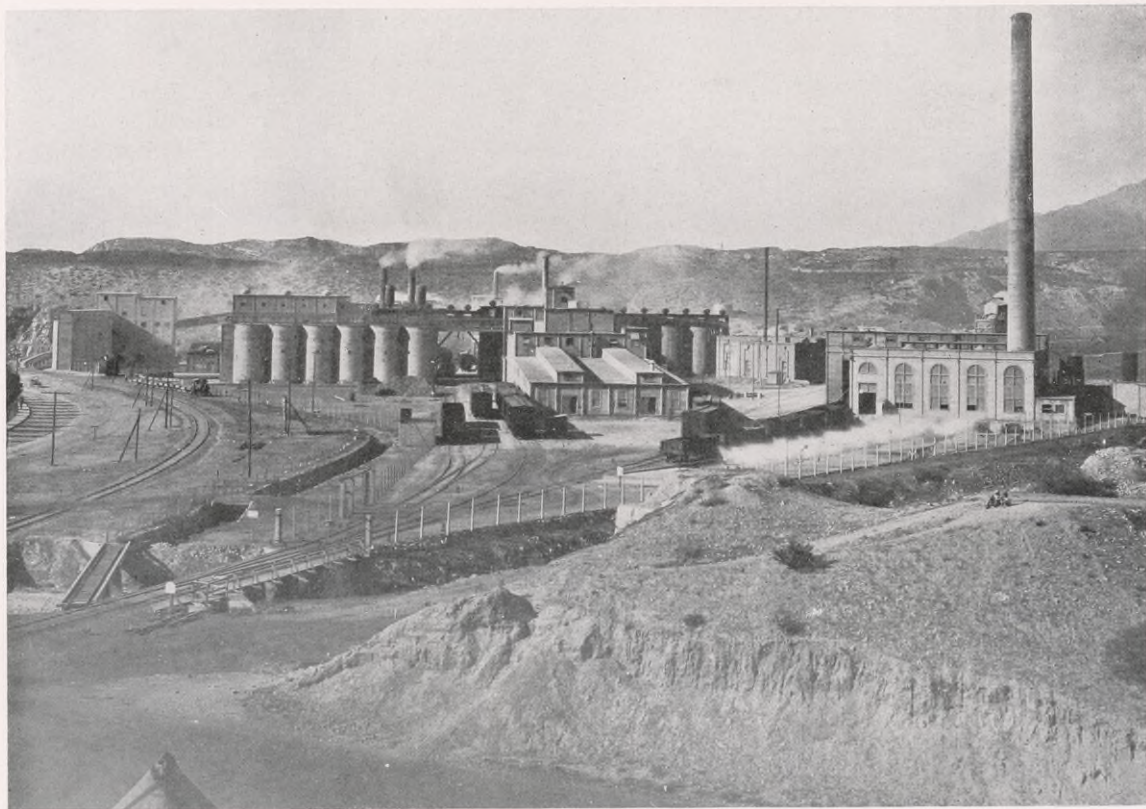
Write for a supply of Mailing List Cards, Form N.Y. 230, and add the names of your customers and prospects who are not on the list, and who would like to receive the magazine.



LUBRICATION
The Texas Company, 17 Battery Place
New York City



BE FREE from opinion relative to any subject until you have definite knowledge upon which to base your opinion. Be fair to yourself by holding your opinion in abeyance until you know what you are doing. Don't take snap judgment. Don't form false impressions. Be open-minded and fair. Be open to conviction. Don't be prejudiced by the opinion of others. Have a mind of your own and use it. Take nothing for granted. Investigate and prove it. Strong minds are free from prejudice. Weak minds are led by the opinions of others. Strong minds form their own opinions based upon self-imposed research. Big men never judge until fair trial is given. Hence such men succeed because they know what they are doing. Pre-conceived judgment is guesswork and is usually wrong. Such practice leads to failure. Leaders in business are always open-minded men, unprejudiced and fair. The plodders, the parasites, the failures in life are invariably men of narrow minds, of small perspective, of pliant will-power, of prejudice. The big men dominate by virtue of the bigness of their minds, broadness of their vision, fairness of their hearts, firmness of their will-power. Never commend or condemn until you know. Investigate first with fairness and freedom from prejudice.—*Leon M. Hatten.*



SOUTHWESTERN PORTLAND CEMENT COMPANY, EL PASO, TEXAS

Texaco lubricants have been used exclusively and continuously in this plant for the last five years. In 1914 they wrote us a valuable testimonial, describing how the use of Crater Compound had postponed the installation of a \$600 gear for many months, and in 1915 they followed this testimonial with another one showing definitely just what they had been able to accomplish with the use of Crater Compound on the large girth gears in their kiln

TEXACO STAR

Vol. IV

MAY 1917

No. 7

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

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ADDRESS: TEXACO STAR, 311 THE TEXAS COMPANY BUILDING, HOUSTON, TEXAS

THE TEXAS COMPANY will pay a bonus for the first quarter of 1917 to each employe now employed at a rate of not more than \$2,500.00 per year at any of its plants, works, or offices in the United States.

The bonus will be ten per cent of the total amount paid the employe for January, February, and March, and will be paid about April 30th.

Quarterly bonuses of ten per cent will be paid during the balance of 1917.

E. C. LUFKIN,
President.

A similar announcement was made by President R. E. Brooks for the Producers Oil Company.

This policy speaks for itself.

* *

The action of a number of railways in offering to employes the use of their rights of way free of cost for vegetable gardens or other agricultural purposes, has been outdone by the Producers Oil Company. Our Company is offering much of the land it holds in fee, plowed and put in shape for planting and fenced, all free of cost, to employes who will engage to raise food or feed, entirely for their own profit, on the land taken. Still other advantages and more assistance may be given if needed. The following letter by President R. E. Brooks explains the operation of the plan and its purposes in detail:

Houston, Texas, April 21, 1917.

TO ALL EMPLOYEES PRODUCERS OIL COMPANY:

You have undoubtedly noted from reports in the daily papers the efforts which our Government is making to materially increase the food and feed crops of the Nation this year and for several years to come. You have also noted reports on the condition

of crops, indicating that the prospects are that this year's crop of wheat will be forty or fifty per cent below normal.

In my opinion, the chief part which we as a Nation can take in carrying on the war to a successful conclusion is in keeping our allies and our own people supplied with food.

The unfortunate circumstance in the case is that the season is pretty well advanced, and this means that if any good is to be accomplished at all this year in the direction of increasing the supply of food and feed, it must be done immediately.

Our Company owns considerable acreage of land in fee, a large percentage of which is in such condition that all that is required to render it available for cultivation is the breaking up of the soil. Much of this fee land is located around the oil fields, such as Humble, Sour Lake, etc., and in addition to this we believe that in the general vicinity of all the oil fields in which our Company is operating there is large acreage available for breaking up and cultivating during this crisis, and for which no rental will be charged; provided individuals will agree to raise food and feed on the land leased.

As I have stated before, anything which is to be done in this direction must be done immediately, and the principal difficulty to be overcome rests in getting the land broken up and put into shape for planting and cultivating, since there are not sufficient horses and mules available to accomplish this with sufficient expedition to make it worth while this year. In order to help the good cause along, as far as our own employes are concerned, and to encourage them to raise a large percentage of the food and feed which they themselves, their families and their live stock will consume (in addition to such additional quantities as they can see their way clear to raise for sale to others), our Company wishes to notify each of you that it will:

- (1) Rent to you free of any charge such portions of its fee lands as you will agree to fully utilize in the raising of food and feed.
- (2) Break up the land at its expense and get it in shape for planting at the earliest possible moment.
- (3) Fence such lands with barbed wire fences.
- (4) Give all of our employes the benefit of the advice and suggestion of two expert agriculturists, which we have employed for this purpose.
- (5) Break up, and perhaps fence and put in condition for planting, such lands owned by others in

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the vicinity of the oil fields as our employes may wish to take over and plant and cultivate, and possibly go as far as to fence these lands; provided the owners themselves are not willing to do so.

Our Company may go further than this, and may assist to the extent of loaning its horses and mules when they may be available, to assist in the heavier process of cultivation, and in some instances may be able to furnish water and perhaps in other cases seed, but this will have to be decided as each individual case comes up before the General Superintendent for consideration.

We wish each employe to understand that our Company wishes to derive no financial benefit whatever from the work and enterprise of its employes along the line above suggested and, that any proceeds or use of the food and feed resulting from such cultivation on the part of our employes will be for their own exclusive benefit.

The Company has made arrangements for some tractors and tractor-drawn implements, so that some considerable acreage can be broken up quickly and at small cost, and in working up this proposition it would be desirable in each oil field or locality to bunch as much of the land to be cultivated by our employes as possible, so that it can be fenced in its entirety, and so that the tractors can be used to good advantage in breaking it up expeditiously and cheaply.

Our Company is preparing to make arrangements for additional tractors; provided that the amount of acreage which our employes will take will justify.

Each of our General Superintendents will appoint someone in each district to work up this general plan among our employes in that district, and report fully to the General Superintendent, who in turn will report to Mr. J. L. DuMars here, who has charge of our Fee Land Department, and who has gladly offered his services to assist in this plan.

In addition to the agricultural plan above outlined for our employes, we are arranging at some points to break up our own fee land and rent it to outsiders, making no charge for rent, nor for breaking up the land, the outsider agreeing, however, to plant and cultivate and raise crops of food and feed, and this plan may be enlarged materially as soon as decision has been reached by the Company as to the extent it can go in this matter.

As far as our own employes are concerned we should get busy.

What we are after primarily is:

(1) To do something to assist our Government and our allies to the successful conclusion of the just conflict which has been forced upon us and do our share to ameliorate, as far as possible, the hunger, suffering, death and destitution which the prospective shortage of food and feed during this and the next few years is bound to bring upon our people and the people of the countries allied with us against the enemy.

(2) To assist our employes as far as we possibly can in protecting themselves and families against this serious food situation which confronts us.

(3) To set an example to many others to wake up and take steps at once to meet the situation before it is too late.

I want to show everyone what a live bunch of employes, such as we have, can accomplish for their

country and for themselves and their families, and the satisfaction which each of you will feel in having done a real service for his country will, I am sure, in a great measure repay you, in addition to the financial good which will result, for all of the work and effort which you will put forth.

We are facing a period in which not only the men must work, but also women and children, in the production of food and feed, and the opportunities for accomplishing much are better in the direction which I have outlined than in any other that I can see, even including the shouldering of a rifle and going to the trenches.

PRODUCERS OIL COMPANY,
By R. E. Brooks, President.

* *

It has been estimated from careful investigations that over ten per cent of our food is wasted by housekeepers.

* *

The flag has an etiquette of its own, and the rules as issued by the Sons of the Revolution are, in effect, as follows:

It shall not be hoisted before sunrise, nor allowed to remain up after sunset.

At sunset, civilian spectators should stand at attention, and uncover during the playing of the "Star Spangled Banner."

When the national colors are passing on review or in parade, the spectator should, if walking, halt, or, if sitting, arise and uncover.

In placing the flag at half-mast, it should first be hoisted to the top of the staff, and then lowered to position, and preliminary to lowering from half-mast, it should be first raised to the top.

—*The Liberty National Bank of New York.*

* *

Better results will be obtained by talking to one another than about one another.

* *

A good get-together time is anticipated for the day's outing at Sylvan Beach on June 16, Seventh Annual Texaco Picnic.

CRUDE OIL PRICES AT WELLS

May 1, 1917

Pennsylvania.....	\$3.10	De Soto Light... ..	\$1.80
Mercer Black.....	2.45	Crichton Light... ..	1.40
Corning, O.....	2.40	Caddo Light.....	1.00
Cabell, W. Va.....	2.37	Caddo Heavy.....	1.00
Newcastle.....	2.23	Vivian Heavy.....	1.00
North Lima.....	1.88	Vinton.....	1.00
South Lima.....	1.88	Jennings.....	1.00
Indiana.....	1.78	Spindletop.....	1.05
Princeton, Ill.....	1.92	Sour Lake.....	1.00
Illinois.....	1.92	Batson.....	1.00
Canada.....	2.28	Saratoga.....	1.00
Somerset, Ky.....	2.20	Humble.....	1.00
Ragland, Ky.....	1.00	Goose Creek.....	.90
California Light... ..	1.06	Corsicana Light... ..	1.70
California Heavy... ..	.73	Corsicana Heavy... ..	.85
Kansas and Okla. . . .	1.70	Petrolia.....	1.70
Cushing	1.95	Electra.....	1.70
Healdton.....	.90	Markham.....	1.00
Wyoming.....	.95	Thrall.....	1.70

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Gates Memorial Library, Port Arthur, Texas

The Gates Memorial Library, gift of Mrs. Dellora Gates, widow of the late John W. Gates, in whose memory the edifice is being erected, was dedicated on March 2, 1917, by a simple cornerstone laying ceremony. Jan Van Tyen, President of the Port Arthur Board of Trade, and mastermason for the occasion, laid the mortar for the cornerstone with a silver trowel. The following articles, sealed in copper, were deposited in the stone:

Photographs of Mrs. Dellora R. Gates, Mr. Chas. G. Gates, and Mr. John W. Gates

Copies of *Port Arthur News* and *Port Arthur Record*

Specimens pupils' work, Port Arthur High School

Catalogue Port Arthur Public School

Port Arthur High School Library Report

Specimens Port Arthur mosquitoes preserved

Sample of Library cards

Port Arthur College catalogues and specimens of work Port Arthur College

Gates' Day Memorials and Gates' Day Pennants

Dictionary

List of City Officials and copy of City Ordinances

Copy of the original deed of the Library site to the City of Port Arthur

Quit Claim Deed from Port Arthur Townsite Company to John W. Gates for Library site

Map of Port Arthur showing inhabited portion of original townsite and location of important buildings

Collection of Dutch Coins

Collection of American Coins

Telephone Directory for year 1916

Map of surrounding region including Model Farm Addition

Two copies of the *Texaco Star*

Book of Views of Port Arthur

Book showing agricultural development of Port Arthur district of the Gulf Coast country

Brief history of Port Arthur

Statements First National Bank of Port Arthur and Merchants State Bank of Port Arthur, Texas

Copies *Houston Post* and *Beaumont Enterprise*

The building stands in a park, 50 feet back from Stillwell Boulevard and midway between Proctor Street and Lake Shore Drive. Around its site are grouped the buildings of the High School and the Port Arthur College, built and endowed by John W. Gates before his death. This memorial library building is 90 feet wide by 70 feet deep and 40 feet to the roof, constructed of reinforced concrete, the outside walls being of brick and hollow tile, faced with Indiana limestone. The most striking architectural feature consists of 6 columns of limestone, 23 feet tall, 2 feet thick at the base, and slightly tapering to richly carved capitals. The roof is to be of Lutowica tile, laid over a foundation consisting of a huge slab of reinforced concrete on which are

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five layers of Texaco Roofing Felt cemented and covered with asphalt.

Entering through the loggia, one will find himself in a vestibule, separated from the reading rooms by low glass partitions. The floor is of marble tile. Here will be the loan desk from which the books will be obtained. At the right will be the Reading Room for Adults, at the left the Reading Room for Children. Light and air will enter through large windows occupying much of the wall space, which will be very ornamental, having small panes in the Dutch style. In the front at the corners are toilet rooms finished in marble, which will be the latest word in sanitary engineering. At the rear will be reference rooms for those who need for their investigations to surround themselves with many volumes; also a work room where books will be received and sorted, and the office of the Librarian. A mezzanine floor will extend above all the rooms mentioned, to be used for the storage of books and additional reading rooms. The main reading rooms and vestibule have a ceiling height of 29 feet. The shelving will be of steel. The building will be screened. There will be a floor space of 6,100 square feet, 3,100 of which will be in reading rooms. The initial capacity will be about 15,000 volumes, but the construction has provided for enlargement whenever it becomes necessary.

* *

All talk of a conflict between classes and masses is a lie on the face of it. The immigrants and paupers of one generation are controlling factors of the next. But there is and always will be an implacable contest between organization and anarchy—between ignorance and intelligence—between efficiency and incompetence.

—Herbert Kaufman.

* *

This truth comes to us more and more the longer we live: that on what field or in what uniform or with what aims we do our duty matters very little, or even what our duty is, great or small, splendid or obscure. Only to find our duty certainly, and to do it faithfully makes us good, strong, happy, and useful men, and tunes our lives into some feeble echo of the life of God.

—Phillips Brooks.

* *

Knowledge comes, but wisdom lingers.

Page six

A PRAYER.

"Now I get me up to work,
I pray the Lord I may not shirk;
If I should die before the night
I pray the Lord my work's done right."

* *

"Don't sit around and trust the fates,"
Remarked the hustling Mr. Torr;
"The things that come to him who waits
Are not the things he's waiting for."

—Luke McLuke.

LIFE WISDOM

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

—Benjamin Disraeli.

Give us what is good, whether we pray for it or not; and avert from us the evil, even if we pray for it.—*Prayer of Socrates.*

He who knows much has many cares.

—Lessing.

He employs only his passion who can make no use of his reason.—*Cicero.*

Be calm in argument, for fierceness makes error a fault and truth a discourtesy.

—George Herbert.

They who forgive most shall be most forgiven.—*Bailey.*

No sadder proof can be given by a man of his own littleness than disbelief in great men.—*Carlyle.*

Where law ends tyranny begins.—*Pitt.*

Being forced to work and forced to do your best will breed in you temperance and self-control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.

—Charles Kingsley.

I know what pleasure is, for I have done good work.—*R. L. Stevenson.*

There is always hope in a man who actually and earnestly works. In idleness alone, is there perpetual despair.

—Thomas Carlyle.

A man must resolve to live for the Good and Beautiful, and for the Common Weal.

—Kant.

Charity and personal force are the only investments worth anything.—*Whitman.*

Of all kinds of pride I hold national pride the most foolish; it ruined Greece; it ruined Judea and Rome.—*Herder.*

Courage conquers all things; it even gives strength to the body.—*Ovid.*

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MATERIAL AND EQUIPMENT IN THE PORT ARTHUR WORKS

F. T. MANLEY

Assistant Manager Refining Department

When I started in as an employe of The Texas Company at Port Arthur, February 1, 1903, little did I realize that our Port Arthur Works and Port Arthur Terminal would grow to such enormous size and capacity as they now have attained. Probably few of those who receive the Texaco Star realize the magnitude of our largest plant. As one who has been in close touch with the growth at that point at all times, I have thought some data showing in a comparative way what the plant is composed of and what is consumed would be of general interest, and assist many readers of the Texaco Star to comprehend in a general way the size of our Port Arthur Works. I possibly take more pride in considering these data than anyone else for the reason that I have watched the growth of the plant from its infancy and could almost tell where every piece of pipe and other materials used in its construction are located and what they are used for.

There are many employes who have been in this plant since it started, while there are others who have come and gone; still the old reliables stick and properly consider themselves permanent fixtures in the plant, and are always ready to carry the musket for the interest of the Company in case of trouble. The loyalty of these old timers, to my knowledge, has never been shaken in the more than 14 years I have been working with them,—under some of them and over all of them. We have all worked together and I am sure none of us realize what could be done with the quantity of material we have handled in and out.

The Port Arthur Works property now comprises about 3,800 acres, of which 1,100 is in immediate use. Roughly, the plant proper comprises 220 acres; the N. Tank Farm 180; W. Tank Farm 70; S. Tank Farm 60; and reservoirs 560, leaving over twice as much for growth as is now occupied. Starting from an original purchase of 90 acres in 1902, to an acquisition of 2,400 acres in 1914, the Port Arthur Works property now covers nearly six

square miles, equal to 1,296 city blocks or a square of 36 blocks to the side.

There are four reservoirs for immediate plant use with area of 117 acres and capacity of 178,000,000 gallons, while three outlying storage reservoirs cover 440 acres and store 770,000,000 gallons. It would take the plant 37 days to empty them if all other water sources were cut off. The total water used in operation last year was 6,792,000,000 gallons, enough to supply the city of Houston a year and a half. Of this total, the boiler houses used about 275,000,000 gal., which turned into ice would lay a slab 6 inches thick and 14 ft. wide from New York to San Francisco, or would supply 30 lbs. a day for a year to each family in a city of 2,000,000 people.

The three main boiler houses in which this water was used have a rated capacity of 13,200 h. p., enough to supply a city of 100,000 with lights, power, and street car service. They generated last year over 75,000,000 h. p. The total number of boilers in the plant is 63, varying from the simplest vertical fire tube fire box boilers, generating 20 h. p. at 80 lbs. pressure, to the latest type of water tube units good for 520 h. p. at 250 lbs. Of the total horse power developed, 5,000,000 was converted into electrical energy for use in power and lights; 70,000,000 used in stills, pumps, and miscellaneous uses. There are over 300 pumps in regular use, with a combined capacity of 215,000 gal. per minute. These pumps are of many and varied sizes, types, and capacities, from a steam pump 7"x $\frac{3}{8}$ " x8", delivering 15 gal. a minute at pressure of 1,500 lbs. per sq. in. to a 30" motor-driven screw pump handling 15,000 gal. per minute against 6 ft. head. In the power house we have generators rated at over 2,500 kw.; and scattered over the plant are 144 motors aggregating 2,700 h. p., varying from 100 h. p. driving air compressors and pumps to 0.1 h. p. driving adding machines. The lights we use would supply a town of 30,000 people, or put in a 40 watt lamp every 100 feet for 530 miles.

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There are over 500 storage tanks in the Works, varying from 20 bbls. to 55,000 bbls., with a gross capacity of 5,000,000 bbls. Of these, 54 are 55,000-bbl. tanks, each of which weighs 225 tons and covers 0.23 of an acre. Flattened out they would cover 59 acres, or 21 city blocks, and combined into one tank would be 30 ft. high and nearly 8 miles around.

The operating capacity of stills is 50,000 bbls. per day. The water boxes contain 5,550,000 gal. of condensing water surrounding 70 miles of cast iron pipe (in form of coils) and in the air condensers are 26 miles of tubes. The steel in the boxes would make a smoke stack 30 ft. in diameter at the bottom and tapering to 10 ft. at the top 1,950 ft. high.

The floor space of the buildings equals about 6 city blocks including the streets.

Last year about 5,000,000 board feet of lumber went into the plant—enough to build 800 ordinary houses. This lumber would build a board fence 2 inches thick and 6 ft. high along the Mexican border of New Mexico and Arizona—where a good fence would be most welcome. The 6,700 round piling used for foundations would serve as telephone and light poles along this fence. Every 100 ft. we could place a 40-watt Mazda lamp on our own wire, and we could paint the Mexican side of this fence with paint purchased at this plant the last year. The 20,000,000 brick in the entire plant would lay a walk 2 ft. wide along this fence. These brick could be delivered in 22,000 wagon loads, or by 100 teams hauling 4 loads a day working almost 2 months. Up to January 1, 1916, there has been laid in the plant and tank farms enough pipe to supply water the entire length of this board fence, starting the line with 12" pipe and ending with 1". Last year, the largest construction year in the history of the plant, we added about one-quarter of this amount, in sizes and amounts varying from 14 ft. of 1½" to 119,000 ft. of 8",—sufficient to extend our Border pipe line along the border of California to the Pacific Ocean. In Texas this would lay a line from El Paso to Orange, which gives an idea not only of the length of our pipe, but of the width of Texas. To cover the guard for this fence, we could have built a sheet-tin umbrella over 100,000 men without crowding them, as it would be 2.75 miles

around the edge, or if there was no need of such an umbrella we could have built 1,400 10'x12' shelters on the order of individual sun shades. Finally, the dirt moved by our fleet of Orange Peel dredges in flood protection levees and drainage canals would build an observation tower 100 ft. square and 1,700 ft. high, from the top of which the observer could see 50 miles into Mexico on a clear day. The concrete poured last year would armor this tower 3" thick on all four sides or 1' thick on the side toward Mexico, while the more than 22,500 empty cement barrels, piled end on end, would make a flag pole 10½ miles high.

In operation and construction last year we handled 12,840 freight cars, which in one train would be 93 miles long, or one continuous string of cars from New York to Philadelphia. They would make 257 trains of 50 cars, each of which would be 5 city blocks in length. Each working day we averaged 22 cars received and 19 cars delivered, with 50 more in the yards for one purpose or another. These cars are handled on our 6 miles of yard track by two locomotives, assisted by three locomotive hoists which also load and unload such material as sand, gravel, timbers, piling, pipe, structural and plate steel, coke, rails, and scrap iron. Car load receipts varied from one car of whale oil, paint, or rails, to 1,296 cars gravel and crushed stone. Shipments varied from one car of tin cans to 5,154 cars of gasoline, oils, and greases. These car load receipts and shipments included:

Acid		Pipe Covering
Asphalt		Poles
Barrels		Pumps
Brick		Rails
Cans		Rapeseed Oil
Caustic		Rivets
Cast iron pipe		Roofing
Cast iron scrap		Rosin
Cast iron and steel plate		Shooks
Cement		Shell
Coal		Sawdust
Coke		Shavings
Felt		Soda Ash
Fuel Oil		Stone
Fullers Earth		Steel pipe
Gasoline		Steel, plate and structural
Glue		Tallow
Grain		Tile
Grease		Tin plate
Ice	Nails	Water
Junk	Oils	Whale oil
Lead	Paints	Wire
Litharge	Piling	Wool
Lumber	Pipe	

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We have 2,382 T. T. Co. tank cars, gross capacity 19,000,000 gallons. These cars alone would make a train 16 miles long, or 47 trains of 50 cars, each train with a capacity of 400,000 gallons. Each train would carry enough gasoline to run 1,000 Ford cars 100 miles a day for two months, while the 47 trains would run last year's output of Fords 1,000 miles each.

In addition to railroad shipments, the equivalent of about 150 car loads of oil is pumped each day to the Terminal for shipment by water.

The men employed represent a population of over 5,000 people. They are divided roughly into operation, construction, and maintenance. There are three operating shifts of 8 hours each with about 300 men on each shift, and about 800 men otherwise engaged 8 hours a day. Among the shift men are the

Stillmen and Helpers	Filter Men
Still Firemen	Pan Men
Still Cleaners	Boiler Firemen
Gaugers	Boiler Cleaners
Line Walkers	Boiler Water Tenders
Pumpers and Helpers	Engineers and Oilers
Treaters and Helpers	Electricians & Helpers
Kilnsmen	Samplers
Pressmen	Testers
Sweater Men	

In other classes of work required for construction, maintenance, shipping, and office are to be found no less than 19 trades, 11 professions, and 10 miscellaneous kinds of labor.

The trades represented are

Acetylene welders	Machinists
Blacksmiths	Masons
Boiler-makers	Painters
Carpenters	Plumbers
Chauffeurs	Pipe fitters
Coopers	Pipe insulators
Electricians and linemen	Section hands
Engineers, locomotive,	Teamsters
crane, dredge, station-	Tinners
ary	Trainmen
Lead burners	

The professions represented are:

Accountants	Stenographers
Chemists	Storekeepers
Clerks	Telegraph Operators
Draftsmen	Telephone Operators
Engineers	Timekeepers
Nurses	

Unclassified labor, of which no hard and fast division is possible, includes

Clerks	Laborers
Compounders	Rackmen
Cooks	Stablemen
Inspectors	Water Boys
Janitors	Watchmen

Bulk oils and oils in barrels and drums comprise by far the largest portion of shipments, but the case and package goods shipped from the Refinery (not including shipments from the Terminal, which amounted to over 4,033,000 2-5-gal. cases) reached a considerable total last year. These package goods range in oils from $\frac{1}{2}$ pint Home Oilers to 5-gal. export tins; in greases, from 1-lb. to 50-lb. tins; in wax from 4-oz. cartons of Texwax to export sacks containing 20 10-lb. slabs. Of the 5-gal. cans we shipped last year over 232,000 containing over 1,163,000 gallons; of the 1-gal. cans, over 284,000; and of sizes less than 1-gal. more than 275,000 containing over 68,000 gallons,—a total of over 792,000 packages containing over 1,500,000 gallons. Greases show a larger number of cans, and a larger bulk; of 1-lb. cans, over 1,064,000; 3-lb. cans, over 183,000; 5-lb., over 178,000; 10-lb., over 55,000; 25-lb., over 87,000; 50-lb., 875,—a total of over 1,500,000 cans containing over 4,700,000 lbs. of grease. This would fill a can 11 ft. in diameter as high as the Woolworth Building in New York, or put a coating $\frac{1}{8}$ inch thick once a month for a year on every axle on 250,000 farm wagons. The tin in these cans would make up into 3,000,000 pork and bean cans, which would supply every one of General Pershing's Villa-chasers with a can a day for the entire time they were in Mexico. The boxes in which these cans and cases were shipped would make a closed box large enough to pack the Washington Monument in with plenty of room for excelsior to prevent breakage. The paraffine made into candles would supply one candle every foot from New York to San Francisco, to illuminate the ice road which we could have made with the boiler water. Turned into one candle of usual diameter, we would have one end at San Francisco and the other at Tokyo. It would take 1,000 years for this candle to burn out. Put to a more popular use, this wax would provide a good slick floor for all the dances in Texas for 10 years.

Frank W. Woolworth on being asked, "What was your first important discovery in your journey up the hill of success?" answered, "When I lost my conceit that nobody could do anything as well as I could myself and learned to entrust duties to other people."

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SAFETY AND SANITATION

V. R. CURRIE

Chairman Central Committee of Safety

SAFETY FIRST

C. P. Gunn, Port Arthur Works

While there has been great good accomplished through the promotion of the "Safety First" movement, there is yet an appalling lack of appreciation and practice of the principles and rules governing. The latter assertion raises questions as to why this condition obtains. There may be a number of contributing causes; but one cause, which is certainly not the least of them, is that Safety First has not been placed before those whom it is desired to interest in such a manner as to impress it upon the sensibilities of the individual sufficiently to cause him to think seriously on the subject. It is impossible for the human mind to dwell seriously on any subject without being influenced by it, be the idea good or evil. The subject should be kept before men until they think in terms of Safety First. We shall then have gone far toward securing the desired co-operation.

Whether we recognize it or not, there is a natural antagonism, born involuntarily and assumed automatically, in resistance to any new thought or movement that will in any way affect personal performance or add in the slightest degree to the individual's responsibility. This must be overcome by some means which will remove the initial antagonistic tendency and create an interest in the subject together with a desire to assume his part in the responsibility. We cannot eliminate the individual, neither for himself nor for the possible harm his negligence may bring upon those working in proximity to him.

Who would not protest against an individual who could see his fellow-workman being drawn into the mangling gears of a machine without making strenuous efforts to prevent the ultimate catastrophe? Yet almost daily workmen are subjected to risk of injury by the thoughtlessness of some individual who would be loudest in his condemnation of the character conforming to the preceding suggestion. Who will say there is any practical difference?

Men, at the risk of their personal physical well-being, will not hesitate to place themselves between women and children and any

possible physical harm, yet, by sheer thoughtlessness, will subject them to loss of support and protection through the death or injury of a father and husband. Every injury to the provider of a family not only removes the income for the time being, but to some degree incapacitates the victim in future performance. In serious cases, where death results and the wife and children are required to take up the burden of family maintenance, such curtailment robs the wife of the companionship and love of the husband, and through incomplete education robs the child of the privilege of its highest development and attainment. What have we lost? Can we forecast the possibilities which lie dormant in the child today, who must tomorrow step into the responsibility of handling the affairs of the world?

Before subjecting ourselves and our neighbors to possible injury, let us look the issue square in the face. Have we the moral right to disregard the rules of safety, thereby subjecting others to privations that may be so far-reaching as to curtail the development of a mind which, if expanded and trained to its capacity, might be the means of leading the world to better things?

* *

SAFETY FIRST SUGGESTIONS

Be sober; be safe; be sanitary.

Each foreman should constitute himself a committee of one for Safety First.

Defective ladders are a deadly danger.

Think and practice Safety while at work. Get the habit.

Watch where you step.

Whenever you see protruding nails, remove the danger.

Do not use a pick, hammer, or hatchet that is loose on handle.

Do not meddle with electric switches, water or steam valves, or gas connections; it may cause delays and even bad accidents.

Be careful. Help stop accidents and boost for safety.—*Standard Oil Bulletin*.

* *

It takes less time to prevent an accident than to make a report of one.

—*Texas Utility News*.

So great is the effect of cleanliness upon man that it extends even to his moral character. Virtue never dwelt long with filth; nor do I believe there ever was a person scrupulously attentive to cleanliness who was a consummate villain.

—*Rumford*.

TEXACO STAR

BY THE WAY

Sent by Superintendent C. C. Blackman, of West Dallas Works, with the comment, "This expresses my sentiments":

THE BOSS IS NOT FOOLED.

When you slight some job and think that you have deceived your employer, better think a second time before you congratulate yourself that you "got away with it" and try the same course again.

Men at the heads of departments have gone through the same line of work that you are doing. They know each step as it comes, and they know what the results should be. You have to produce.

These men know you have been unfaithful to your job, even though you advance a seemingly good excuse for failure. There may be some reason why they don't wish to speak to you today about your deception. Perhaps they won't tell you till you ask for a raise of salary. Maybe they won't take the trouble to do more than turn you down.

Be sure they know you as well as you know yourself. They do not pay salaries without study and careful consideration of those to whom the money is paid. Passable showing does not count in business. Excuses are not accepted for long and don't go down the first time even.

But when you ask for a raise, or a better position, and the other fellow gets it, you may be sure that the other fellow was not caught napping or shirking.

Do not help yourself down and out.
—*Evansville Courier.*

★ ★
"Don't kick when the boss kicks—if you're worth correcting, you're worth keeping. He doesn't waste time cutting specks from bad apples."

THE GAME OF LIFE

The "Game of Life" is like a game of cards.

Hearts are trumps, clubs turn up when we least expect them, diamonds are often the strongest suit, and the game is finished up with a fine black show of spades.

Like every other game, Life must be played in good temper, and a sportsmanlike spirit. No matter how poor a hand may be served out to you by dealer Fate, it is your duty to play that hand cheerfully and hopefully to the last card.

It is wonderful upon what a scratch and scrappy hand of all sorts you may scrape through to a successful finish, if you only keep your head and stick to the rules of the game. There are a few misguided souls who try to play the game of life with an extra ace or two of deceit hidden away in their sleeves; but, somehow their game never comes off, except in the shape of a black mark and a ruined reputation.

Again, like all games, the game of life can never be counted as lost till it is finished and closed, and even then who knows how the points are to be counted.

Maybe it is not a question at all of "Who's won the game?" but entirely a question of "How did he play it?"

Did he play it courteously, kindly, clearly, and mercifully? Did he make every right concession to his opponent? Did he take advantage of the accident that sent his opponent down to earth, or did he help him to his feet again?

Courage, skill, experience, and keenness must all

go into the game of life, if it is to be played properly. There are those who stand by slack and without interest in the game, listless, helpless, and lazy. These are the people who do no particular harm and do no particular good in the world.

Experience and efficiency must play their part, and every player must pay for his experience in sorrow, since there is nothing learned in this world worth the learning that is not acquired by pain and hard work.

We all make mistakes, and we must all pay for our mistakes. Let us learn to pay up gracefully and take the profit of our experience.

After all, it is the game that matters and not the winning of it. To play any game with one eye on the prize is but poor sportsmanship. In learning to play the game we must learn to play, not for ourselves, but for our side—to play even more for the cause that it represents.

It is our own fault if we do not play the strict game of life, so that when the game is over we may know that, winners or losers, we are not afraid, since we have done our best and played the game to a finish.

—*H. Fisher, Stenographer Norfolk Terminal.*

★ ★

Dr. Frank Crane says when a boy gets out of school his work for the day ought to be finished. That's a good doctrine if it is considered proper for mother to chop the wood and do all the chores.

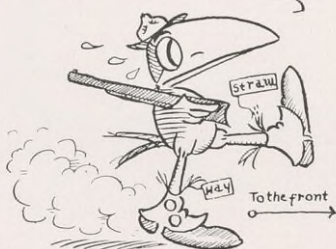
—*Geo. M. Bailey.*

"If a woman would have the neighbors respect her husband she must set an example."

To say of a man that he will make a good husband is much the same sort of a compliment as to say of a horse that he is perfectly safe for a woman to drive.—*Puck.*

APHORISMS OF THE TEXACROW

SINCE TH' WAR STARTED IF A GUY GRABS HISSELF A FRAU THEY CALL HIM A "SLACKER"--- HUH! IT TAKES A DERN SITE MORE COURAGE NOW-A-DAYS TO GIT MARRIED THAN IT DOES TO FIGHT IN ANYBODY'S OLD WAR.



Folby

Page eleven

TEXACO STAR

DEPARTMENTAL NEWS

The Managers of the respective Departments have assigned to the gentlemen whose names and addresses are here given the duty of sending to the *Texaco Star*, on or before the twenty-fifth day of each month, reports of new appointments, transfers, removals, resignations, promotions, and other items of departmental news of general interest. Suggestions and information for this purpose should be sent to them before the twentieth day of the month. All are invited to co-operate.

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

PIPE LINE DEPT James R. Mayer, Sup't of Telegraph and Telephone Division, died at his home in Houston on April 20 after a brief illness. Mr. Mayer had occupied his position in our Company for about 12 years, and his death is deeply regretted by all. The funeral, on Sunday, April 22, was attended by



Telegraph and Telephone construction gang building new line between Sherman, Texas, and Healdton, Okla.

many officials and employes of The Texas Company.

H. L. Stewart, Agent at Tulsa, was recently called East on account of the death of his father.

Sup't E. Auxter has returned to his duties at Shreveport much improved in health.

Appointments:

I. P. Chidsey, N. W. Washburn, W. N. Hoval, and H. L. Mass, to fill vacancies caused by the army and navy enlistments from this Department reported last month.

J. H. Borchers, Acting Gen'l Foreman, Houston.

J. C. Wilson, Chief Operator, Houston.

L. J. LaRue, Chief Clerk, Houston.

H. T. Caldwell, Wire Chief, Houston.

Dan Rather, Foreman Tex. & La. Div'n, Houston.

H. Hall, Assistant Foreman, Beaumont.

H. J. Raymond, Foreman, Tulsa.



Mary Teresa O'Brien, 6 months old daughter of Mr. and Mrs. J. H. O'Brien, of the Pipe Line Department at Sour Lake, Tex.

REFINING DEPT. Company A Texas Engineers was mustered out of the Federal service and returned to Port Arthur March 21.

Companies I and L were mustered out of Federal service at Corpus Christi March 26, and returned to Port Arthur March 27. On arrival they were met at the train by a band and a large body of citizens and welcomed home and escorted to their Armory.

The return to citizens' life of the soldier boys of Companies I and L of 3rd Texas Infantry, was of short duration, as they were ordered back into service on April 1. The two companies are now doing guard duty at the refineries in Port Arthur.

George Darby, former employe at Port Arthur Casing Plant, was in Company K, 3rd Texas Infantry, mustered out at Corpus Christi March 26; but by special order of the Adjutant General's department he received his discharge from the National Guard, and was not included in the recall order of April 1. Company K is now stationed at Houston.

TEXACO STAR

B. F. Merritt, timekeeper at Port Arthur Terminal, formerly of U. S. Navy, was called to the colors as a member of the Fleet Reserve, by President's order April 5.

The Terminal has put on a warlike aspect, with the soldiers and their tents located on the grounds.

On April 5 there was organized at the Terminal, from among the regular employees, Company A, Port Arthur Rifles, with officers:

E. E. Stuckey, Captain.
M. L. Harned, 1st Lieutenant.
W. L. Ronaldson, 2nd Lieutenant.

The company drills each day at noon from 30 to 40 minutes and holds a school of instruction on two nights of each week. It is doing splendid work and learning rapidly. This company was organized for home protection.

Water shipments by The Texas Company from Port Arthur, Texas, month of April, 1917:

Refined—Coastwise.....	472,995 bbls.
Refined—Export.....	442,656 bbls.
	915,651 bbls.
Crude—Coastwise.....	72,068 bbls.
Total	987,719 bbls.

Appointments and transfers:

Mark L. Weeks, in Timekeeping force of Case and Package Division, Port Arthur.

J. L. Compton, from Timekeeping department to the Shook Plant.

G. C. Smart, from the Box Factory to Time department.

H. J. Landry, from Port Arthur to Morgan City.

Bayonne Terminal employes have organized the "Texaco Athletic Association," the object of which is to promote and develop commercial, social, and athletic intercourse among the employes. Officers were elected:

H. C. Ross, Chairman.
Paul G. Teschner, Sec'y.
Michael J. Doyle, Vice Chairman.
Ray L. Muckey, Treasurer.
Board of Directors: A. Bender, A. E. Ford, A. D. Jack, T. E. Simpson, W. Wilson.

A very pretty sight was the raising of American Flags on top of the Coopershop and Compounding Plant. One of the coopers played a cornet while the Flag was being raised to the top of the mast by three



Captain Canova's Oil Boat *Mantanza* at our Jacksonville Terminal Dock, taking on a supply for the trade down on the East Coast of Florida. The big Texaco sign looks at first glance as if it were on the boat, but it is on our Terminal Dock.



Post card received by Chief Clerk E. E. Stuckey, of Port Arthur Terminal, from Captain N. Hori, of S. S. "Sanuki Maru," who sailed from Port Arthur Dec. 3, 1916, with a cargo of case oil for the Philippine Islands. This printed card shows a T. T. Co. truck loaded with Texaco products in Manila.

Manila, Feb. 2, 1917, S.S. *Sanuki Maru*.

Mr. E. E. Stuckey,

Port Arthur, Texas.

Dear Sir: We arrived here on 6th afternoon. It is crowded here on account of Carnival. We were quite safe from submarines, but Pacific Ocean was not peace at all and we badly wanted steam rollers.

Yours faithfully,
N. Hori



James L. Riseden, born Sept. 1, 1916, at The Texas Company Terminal, Jacksonville, Fla., son of Superintendent J. W. Riseden and his wife, May Virginia

TEXACO STAR

ladies of Bayonne Terminal, Misses M. C. Donnelly, B. Laevey, and G. D. McBride. The employes sang the "Star Spangled Banner," led by C. E. Emmons. When the flag was unfurled two pigeons and two hundred small silk flags were released.

John N. Outwaters, of the Shipping department, a member of the 71st Regiment, has been called to military service.

A. D. Jack, of the Bayonne Felt Plant, and Miss Augusta Oxford, of Beaumont, Texas, were married on April 10, at Trinity Episcopal Church, Washington, D. C. W. S. S. Rogers, Jr., was best man. Employes of the Terminal presented to the new couple a fine leather arm-chair.

F. H. Mitchell, of the Stock department, and Miss Vesta B. Harriman, of Portland, Me., were married in New York on April 20. We extend our best wishes.

Mathew Fitzsimmons, assistant Barrel House foreman, was made the happy father of a 10-lb. girl on April 22.

Arthur V. Bender, of the Felt Plant, had a big smile on March 25, when his wife presented to him a 12-lb. girl.

Appointments and changes:

S. Hallager, Chief Clerk, promoted to other important duties at Bayonne Terminal.

Fay L. Muckey, promoted from Cost Clerk to Chief Clerk.

H. Hill and W. Claypool appointed Research Chemists at the Bayonne Laboratory.

Charles Kane, formerly with the American Synthetic Dyes, Inc., Newark, N. J., employed as messenger between Bayonne Terminal and New York Office. Also James Maloney.

A. Anderson, formerly with the P. R. R., Olean, N. Y., in the shipping department.

Howard Ford, from messenger to office work.

William Duffy, office messenger.

John Clark, assistant filing clerk, resigned to accept a position with the Standard Oil Company, Bayonne, to do timekeeping work. The boys were sorry to lose him.

LEGAL DEPT.

We take pleasure in announcing the arrival of a young man at the home of Mr. and Mrs. C. B. Hodges on March 31. The proud father is already springing the "stories that never grow old" about Charles B. Jr.

Henry D. Culver, son of A. H. Culver, has enlisted in the navy, and writes enthusiastic letters from Grand Lake, Ill., where he is in training.

TREASURY DEPT.

Mr. Green, Manager of Credits and Collections, has returned from a business trip to our New York Office.

Scott Ford, who for four years has been in Mr. Green's office, starting in as office boy and developing into a very capable stenographer, has been transferred to the Refining Department. Earl Warner is filling his place in Mr. Green's office.

Paul Ford, file clerk in Creditman Symms' office, has joined the Naval Militia. E. C. Pecht was promoted to Ford's position, and George LeClere, hall-boy, to Pecht's former position.



R. S. Allen, Jr. (27 months old), son of R. S. Allen of the Treasury Department, Houston Office—The Texas Company Building in the background

SALES DEPT. Houston District.—R. G. S. TERRITORY Johnson, Houston City Salesman, in response to the call of his country, has enlisted in the U. S. Marine Volunteers.

Houston, Texas, April 8, 1917.

*We've had a gift from Baly'and,
And think the present sent quite grand;
Just look below to find the name,
Above the month and day it came.*

Kathryn Maria.

Mr. and Mrs. Paul H. Burger. Mr. Burger is Roofing and Specialty Salesman in this District. Welcome, little lady, to the Texaco Family.

Appointments and transfers:

W. H. Symms, Filing Station Inspector, succeeding G. A. Ralls.

L. A. Millican, from District to Territorial Office. W. F. Needham, of Wharton, Texas, in District Office.

"Bein' contented wif yoh lot," said Uncle Eben, "ain' no excuse foh not hustlin' to git de mortgage off'n it."—*Washington Star.*

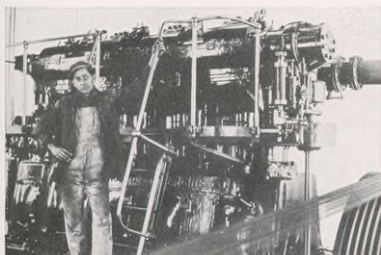
TEXACO STAR



U. S. S. "Reid," on her way from Houston to the Gulf. The "Reid" is one of the four vessels of her class which recently visited the port of Houston. All of them are using Texaco lubricants. The picture was taken by D. M. Castle, in General Lubricating Assistant Galbraith's office.



Liberty Bell Flour Mill, San Antonio, Texas, where Texaco Ursa Oil is being used on all shaft bearings, as well as for lubricating the Bush-Sulzer Diesel Engine



Chief Engineer M. C. Giesecke and Bush-Sulzer Diesel Engine in Liberty Bell Flour Mills, San Antonio, Texas. The photograph shows the engine in operation.

San Antonio, Texas,
April 23, 1917.

Mr. H. D. Gohlman, Jr.,

The Texas Company, Houston, Texas.

Dear Sir: We have been using your Texaco Ursa Oil on our 4-B, 60, B-S. Bros. Diesel Engine for the last eight months, and found same to give entire satisfaction. We take pleasure in recommending it.

Yours truly,

LIBERTY MILLS,
By M. C. Giesecke



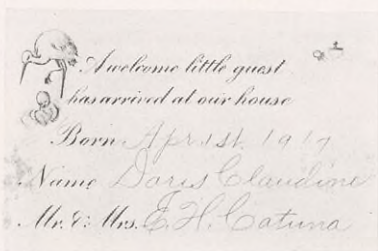
James Bennett Sterling, Jr., 8 months old son of Agent J. B. Sterling, Dayton, Texas Station.

Die when we may, I want it said of me, by those who knew me best, that I always plucked a thistle and planted a flower when I thought a flower would grow.—*Lincoln*.

TEXACO STAR



Merchants and business men of Denison, Texas, of whom our local agent was one of the members, on a sociability tour of the surrounding country. Texaco was liberally represented, although it does not show up in the picture as prominently as it might



(Salesman E. H. Catuna, Dallas, Texas)

El Paso District.—Salesman W. G. Head's Sales Report No. 259928 was filled out in the following extraordinary manner:

Town Clovis State New Mexico Date April 4, 1917
Name Miss E. Gertrude Ellis Business None
Post Office Roswell, N. M. Shipping Point Same

After negotiating for a period of three years with above party, I finally persuaded her to become my wife; accordingly, we were married this afternoon at 3:15. Contract, the largest yet, is closed.

We will take a Texaco honeymoon, as wife desires making the territory with me at once in preference to any other. These women are wise—I see that now.

W. G. Head
Salesman

Oklahoma District.—We were favored with a flying visit by Vice President T. J. Donoghue on March 31.

Mr. and Mrs. J. D. Bennett, of Ada, Okla., are the proud parents of a 9-lb. chap whom they have named Joe D. Bennett, Jr. He is a little too young to send to war,

but here's hoping he will join the Texaco ranks when he grows up.

Appointments and transfers:

H. F. Faerber, from Stock Desk to Chief Accountant in District Office, vice O. R. Parris resigned.

L. McAfee, Extension Clerk, vice J. C. Edwards resigned.

D. R. Donavon, new stenographer to Chief Accountant Faerber.

A. L. Tanksley, of Fort Smith, Ark., Agent at Pine Bluff, Ark. Station, vice W. T. Scott resigned. Mr. Tanksley brought with him his new bride, and we wish them much success and happiness.

New Orleans District.—Agent F. M. Golding, of Laurel, Miss. Station, successfully renewed one of the largest lubricating contracts we have in that territory.

The hearty co-operation of our men in the matter of handling lubricating contract deliveries was reflected by the excellent showing made in March, of a total delivery on contracts expiring during that month of 98% of the minimum.

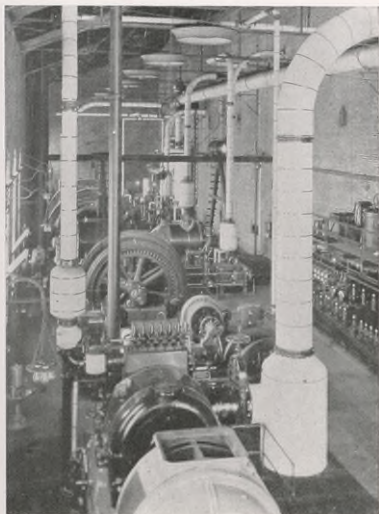
E. R. Williams, General Salesman in Mississippi, is doing some very good work lining up the men in his territory.

T. W. Jones, Agent at our new Clarksdale, Miss. Station, reports good business all along the line.

We regret that Agent R. W. McLaurin, of Jackson, Miss., was compelled to undergo a serious operation, but we are glad to learn that he is recovering.

A. L. Prickett, Louis Adams, and F. L. Faust have enlisted in the military service and expect to leave for training quarters shortly.

TEXACO STAR



Engine Room of The Great Southern Lumber Company's Plant at Bogalusa, La.

This mill is one of the largest in the world. Its daily capacity of 1,000,000 feet requires about 50 acres of timber daily to supply its operations. This necessitates the taking up and re-laying of about one mile of railroad track daily in the logging operations, and 18 locomotives and 400 steel log cars are engaged in hauling the logs to the mill. There are 50 miles of tram track in the plant for transferring lumber. The pay-roll is upwards of \$200,000 monthly. The lumber shipped from this plant averages about 42 cars a day.

The principal equipment in the engine room is: One 40x60 Corliss Engine driving the saw-mill, the main drive belt being 72 inches wide, 240 feet long and requiring the hides of 660 steers in its manufacture. Two 28x48 Corliss Engines, direct connected to 50-kw. 2,300 3-phase alternators. One 18x36 Corliss Engine. One 1,000-kw. low pressure Steam Turbine. One 2,000-kw. low pressure Steam Turbine. Engines and machinery have been lubricated with Texaco lubricants for five years.

The following letter from a veterinary surgeon illustrates the need of versatility on the part of our agents. Incidentally, outside of the few infirmities mentioned, Mule No. 107 is O. K.:

Opelousas, La., April 11, 1917.

Mr. Geo. Broussard, Agent,
The Texaco Oil Co.,

Opelousas, La.

Dear Sir:—I have examined Mule 107 and find it suffering as follows:

An osseous tumor involving the joint formed by

the articulation of the os suffraginis and the os coroneae. The lameness caused by this small tumor has caused an atrophy of the antea Spinatus and postea Spinatus muscles with some inflammation of the Capsular Ligament of the Scapulo-humeral articulation.

As I have stated in my first examination of this animal that she would never be well enough to do your heavy hauling over gravel roads required by your work.

Yours truly,
_____ V. S.

Birmingham District.—Lub. Assistant Taylor is with us again, after being confined in an infirmary in Atlanta as the result of an operation.

We sympathize with Salesman Lancaster in the death of his father.

Creditman Ramey is the proud owner of a Ford roadster.

Price and Order Clerk Bethea has resigned to enlist in the Army; succeeded by P. E. Waggoner.

The Stork recently visited the homes of Truck Driver Taylor and Warehousemen Addington and Holmes, Birmingham Station, and left each of them a daughter. Congratulations.

Salesman G. H. Snook, headquarters Birmingham, has resigned.

Agent A. D. Roberts, Sheffield, Ala., resigned and was succeeded by his brother, Clerk and Warehouseman C. S. Roberts.

Atlanta District.—Appointments and transfers:

C. C. McDermond, Agent at Arcadia, Fla.

J. B. Holman, Agent at Batesburg, S. C.

T. W. Moore, Agent Carrollton, Ga. Station, vice L. C. Mandeville, Jr., resigned.

Tanner-Brice Co., Agents at Douglas, Ga.

J. H. Pledger, Agent at Social Circle, Ga.

Farmers Products Co., Agents at West Point, Ga.

H. T. Morrison, Agent at Leesburg, Fla.

W. L. Sewell, Extension Clerk, vice H. C. Prichard transferred to Sales Clerk.

D. M. Webb, from Voucher Clerk to Price Clerk, vice C. E. Leonard resigned.

D. B. McNamara, from Sales to Voucher Clerk. Colquitt Lane, Mail Clerk, vice E. P. Freeman resigned.

R. C. Vaughn, stenographer to Lubricating Assistant, succeeding D. C. Patterson transferred to Railroad Sales Department.

W. H. Davidson, from File Clerk to stenographer to Chief Clerk, succeeding L. R. Jeter resigned.

F. S. Laird, File Clerk.

N. L. Little, Tank Wagon Driver at Anderson, S. C., vice J. A. McCoy resigned.

G. H. Brickman, Tank Wagon Driver at Atlanta, Ga., vice F. L. Tuggle resigned.

Henry Timmons, Warehouse Helper at Florence, S. C.

G. I. Calhoun, Warehouseman at Macon, Ga., vice H. C. Burnett resigned.

TEXACO STAR



"High Class Labor"

Not long ago, Southeastern Representative D. A. Vann, Superintendent W. E. Bradford, Salesman J. A. Gallagher, Lub. Engineer Wm. G. Harvey, and Agent O. L. Wilson, were all at the Jacksonville, Fla. Station, when Agent Kennedy, of West Palm Beach, Fla., called over the long distance telephone and said: "My boat should arrive at Jacksonville about 11 a. m., and will leave on the return trip for West Palm Beach at 2:30 p. m., and I want you to load my boat with 100 drums of gas and 10 drums of Crystalite." Just three and a half hours to fill and deliver to the boat 110 drums! Here was where that high class labor got busy. Harvey was appointed to do the filling, Gallagher and others lined up the empty drums, Bradford and Wilson did the sealing and labeling of the drums, Vann made record of the drum numbers as they were loaded on the big truck. The 110 drums were delivered on time, and this high class labor was caught in the act by a little kodak.



Thomas Hooks 3rd, a grandson of Agent G.O. Loving, Americus Ga. Station

H. A. Massey, Tank Wagon Driver at Milledgeville, Ga.

A. O. C. Mull, Stake Wagon Driver at Rome, Ga., vice W. H. McDaniel resigned.

B. F. Tolbert, Tank Wagon Driver at Rome, Ga., vice C. A. McDaniel resigned.

W. F. Gentry, Tank Wagon Driver at Roswell, Ga. Fairfax Noble resigned from Clerk at Jacksonville to enlist in the Florida National Guard.



Republic Cotton Mills, Great Falls, S. C., one of the big mills in South Carolina, which has been using Texaco products exclusively for over two years

The most powerful thing in business is the truth. It invites confidence, borrows capital, and creates customers.

—The Silent Partner.

TEXACO STAR

SALES DEPT. New York District.—
N. TERRITORY Bayonne territory has decided to carry the honors of the Motor Oil Campaign, having already oversold their first allotment of orders.

At the meeting of Filling Station Inspectors and Agents in District Office, April 25-26, service, courtesy, and products were discussed.

Filling Station Agents in White Plains territory are showing commendable interest in work beyond their special end, in securing leases and making sales from wholesale end.

Agent V. T. J. Knapp, of Middletown, N. Y., shows substantial increase in the refined end of his business, besides good contracts for lubricating oil.

We miss the familiar face of "Len" O'Malley around the Office, and understand that he is spending a honeymoon in the mountains of North Carolina.

E. L. Halloway, Commercial Truck Salesman in Brooklyn and Queens, received indefinite leave of absence on being called out for duty in the 47th N. Y. Infantry, in which he holds a 1st Lieutenant's commission. M. J. Ryan, Jr. succeeded him.

J. F. Kenney, Commercial Truck Salesman in Manhattan and Bronx, received indefinite leave of absence, due to the Officers' Reserve being called for military duty.

Appointments and changes:

Jackson B. Vos, Clerk at Watervliet, Amsterdam Station. Mr. Vos was formerly clerk at Watervliet, but left to enter college. Glad to have you with us again, Jack.

Geo. G. Gallico, Salesman in Brooklyn and Queens, *vice* V. A. Weems resigned.

John E. Hamilton, Salesman in Manhattan and Bronx, *vice* P. K. Voelxen resigned.

B. H. Griffin, Salesman covering 50th to 59th Street, New York City.

E. Sheffield, Salesman in Bronx, *vice* D. P. Whittall, resigned.

S. B. Bush, transferred from Salesman, Stamford territory, to have charge of window display and demonstration of Thuban Compound in the New York District.

Boston District.—Before the May issue of the *Texaco Star* appears the Boston District Office will have been moved into the Boston Safe Deposit and Trust Company Building, 201 Devonshire Street. We are proud of our new quarters.

Representative Arthur D. Murray of Hyannis, Mass., like all the rest of Cape Cod, has entered the Naval Service. He is serving as Engineer of a Diesel engine on one of Uncle Sam's submarine chasers



Boston Safe Deposit and Trust Building, in which are the new quarters of the Boston District Office



A faint idea of the view from windows of 120 Boylston Street, where the District Office has heretofore been located, is given by this picture, taken last winter from one of our windows facing Boylston Street. A section of the Common is shown; a corner of one of Boston's old burying grounds where lie many British soldiers who fell at Bunker Hill; the State House, the Capitol of the Commonwealth of Massachusetts; the Park Church, where "America" was first sung; and a portion of Tremont Street

"somewhere in the Atlantic." Arthur is a real Cape Coddler, than whom no better sailors were ever born. Cape Cod, be it said, contrary to any idea our southern and

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Attleboro, Mass. Station, which Agent H. F. Bessom, Jr. believes to be "the best looking Station in New England"

western friends may have gleaned from the map, is not the "tail" of Massachusetts but is the *handle* that turns the rest of the Commonwealth around now and then. When Arthur comes back covered with medals and glory, as we know he will, we think we shall get him to tell Holman Day something about the Cape—some real things.

Salesman Herman D. Snow, of Marblehead, Mass, is another Texaco boy who has entered the Naval Service. He is now on the *Nebraska*.

Bert Ellis, one of the employes at Boston Refined Station, took part in the Boston Marathon run over the full Marathon Dis-



Construction Foreman Jas. H. Dickson in action at Attleboro Mass. Station

tance on April 19, Patriots' Day. Bert was up against the best long distance men in the country and made a creditable showing, finishing well up with the leaders.

Headquarters of Representative L. M. Henderson have been changed from District Office to Swampscott, Mass.

Appointments and transfers:

R. A. Green, Agent at new George and Temple St. Filling Station, Fairhaven East, Ct.

George R. Davis, Acting Agent at new Filling Station in front of Hyde Park, Mass. Refined Station, being also in charge of the Refined Station.

Willard Brown, Agent Old Cove Filling Station, Providence, R. I.

I. B. Lowe, Agent New Street Filling Station, Springfield, Mass.

C. O. Spear, Jr., Agent Forest Avenue Filling Station, Portland, Me.

F. L. O'Connor, Agent Pleasant Street Filling Station, Hartford, Ct.

J. W. Corbett, Agent Boulevard Filling Station, Hartford, Ct.

F. C. Dickenson, from Ass't Ag't to Agent Massachusetts-Albany St. F. S., Cambridge, Mass., *vice* Harry Holts resigned.

A. L. Smith, from Filling Station Inspector to Agent New Britain, Ct. Filling Station.

Philadelphia District.—Miss Anna Henry has resigned as stenographer to Sup't C. R.

TEXACO STAR

McCarthy. The engagement of Miss Henry to F. E. Taws of Auto Equipment department was recently announced.

Joseph L. Tinney has a Junior Lieutenancy in the Naval Coast Defense Reserve, and is now stationed at the Philadelphia Navy Yard.

Engineering forces, headed by J. T. Snow, are doing very efficient work. This force now includes J. T. Snow, H. J. Wilson, H. B. Joseph, and C. N. Roe.

Norfolk District.—Chief Accountant J. R. Haden was transferred from the Norfolk to Boston District on May 1. The entire Norfolk District regrets to lose Mr. Haden, but wish him all kinds of success in Boston. Before leaving Norfolk he was presented with a gold watch having engraved on it the inscription:

*Presented to J. R. Haden
by the employes of The Texas Company,
Sales Department,
Norfolk, Virginia, District.
April 30, 1917.*

Mr. F. D. Gatchell visited the District Office April 12-13, and as usual we were all very glad to see him.

On Saturday, April 7, a luncheon was held at the Fairfax Hotel by the Thubanite Chapter of Crater Compound Club. There were present 16 members. This was a social meeting only. On Saturday, April 21, another meeting of the C. C. Club was held in the District Office. President J. R. Haden turned over the affairs of the Club to Acting President J. W. Thompson. W. J. Barton was appointed to act in the capacity of both Vice President and Treasurer. Mr. Haden took the opportunity to thank the members of the Club for the many kindnesses shown him while President, and stated that he greatly appreciated the honor of being elected President of the C. C. Club two years in succession.

Jessie Reed and Mac Henderson, of Accounting department, members of Company G, 4th Virginia Infantry, have been called out with their Company and are doing police duty at the Dupont Powder Company's plant at Hopewell, Va.

Berry Dodson, Jr. resigned his position in the District Office and has joined the U. S. Army.

Appointments and transfers:

L. Austin, who has been General Clerk in the District Office over four years, succeeds J. R. Haden as Chief Accountant.

H. H. Ship succeeds L. Austin as General Clerk, and I. A. Oursler was appointed Utility Clerk.

R. A. Williams and H. S. Simcoe, in Accounting department of District Office.

W. H. Hoffman, Salesman in territory formerly worked by P. R. Jones.

R. G. Neal, Salesman in and around Greensboro.

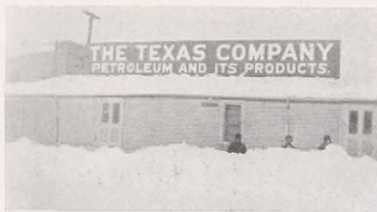
G. A. Orr, Jr., Tk.Wag. Solicitor at Richmond, Va.
L. A. White, Relief Agent.

Chicago District.—Frank Shevlin has entered the service, succeeding Clarence Boedinger, in charge of Station Warehouse Orders, District Office.

Minnie M. Blitch has joined the Chicago Office force.

J. A. Goodmanson was appointed Tankwagon Solicitor, Chicago, effective April 18.

Agent Bergman, Lub. Salesman, St. Louis, Mo., resigned April 30.



St. Paul, Minn. Station

TEXACO STAR



Mr. W. B. Knight, Assistant Manager of the Export Department, deceased April 21, 1917—
From a group picture taken in China in 1913.

EXPORT DEPT. Mr. W. B. Knight, Assistant Manager of the Export Department, died on Saturday morning, April 21, 1917, at his late residence, West End Avenue and 92nd Street, New York City. The end came peacefully after an illness of a few weeks caused by a complication of ailments.

Mr. Knight became associated with the Export Department in December 1911, and has been actively identified with the developments and growth of the Export Department. In ability and experience he was well equipped to perform the arduous duties which his position involved and which he faithfully discharged.

His consideration and kindly judgment won for him the esteem and loyalty of the employes, and his courteous manner widened the circle of many acquaintances and friends by whom he will be kindly remembered.

Mr. Knight is survived by his wife, Mrs. Helen Knight, who has the deepest sympathy of all of the employes of The Texas Company.



Mr. W. B. Knight—From a recent photograph

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J. R. Pouncey left on April 28 for Brazil.
R. Cullinan has returned to New York from the Argentine.

G. H. De Graw has joined the staff of the Export Department, Asiatic territory.

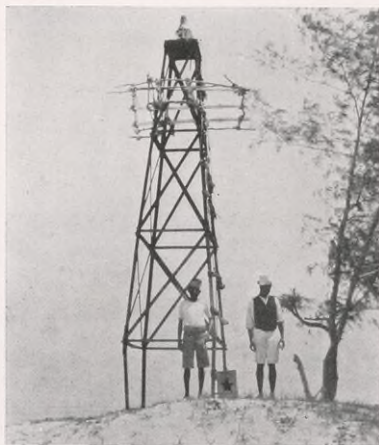
R. H. Silley, G. F. Cecil, and H. W. Russel sailed on April 28 for Brazil.



The Sultan of Zanzibar, Seyid Khalifa bin Harub. Mr. Karpp reports that His Highness is an efficient and progressive ruler and is held in high esteem by his 200,000 subjects. He is a keen motorist and a constant and enthusiastic consumer of Texaco Motor Spirit (gasoline) in his car. On his estate the Sultan has a private lighting plant in which the fuel used to run the engines is our Crystallite Kerosene. Mr. Karpp's report truly indicates that Texaco products are "fit for kings."



Mzee, our Zanzibar Godown (storehouse) Keeper, and cases of Crystallite Kerosene stacked ready for delivery.



This derrick-like structure is an improvised lighthouse erected on the shore of Okuza Island. This island was a German concession, but was seized by the British in 1915 and is now occupied by them. The temporary lighthouse was erected to guide naval patrol boats guarding the delta of the Rufiji River. Our Crystallite Kerosene, a case of which is shown at the base of the structure, is the burning oil used for this beacon on the shores of the Indian Ocean.

PRODUCERS This Company is now breaking and fencing considerable amounts of its fee lands and turning them over to its employes and outsiders, free of rent, for the raising of food and feed stuffs. This work is being conducted under the general supervision of J. L. DuMars, who is in charge of our Fee Land Department.



Taking a load of Crystallite from the Godown for delivery in Zanzibar town. The trucks which thus deliver to customers in the town are drawn by native boys.

TEXACO STAR

Designated to conduct "Safety First" work in their respective divisions:

E. H. Morter, North Texas Division
C. J. Callahan, Oklahoma Division
R. B. Leggett, South Tex. and South La. Division

E. W. Lewis, of the Land Department, and R. C. LaCombe, of the General Office, have been transferred to Denver, Colo., where the division office of Wyoming Division is now located.

J. P. S. Thompson, C. H. Leonard, Jr., and Emmitt Roberts, from the General Office, have resigned and joined the Marines.

C. T. Doss, an employe in the General Office, was accidentally drowned in Chocolate Bayou Sunday, April 1. He had gone into the water after a bird he had shot, and was seized with cramps and drowned before aid could reach him.



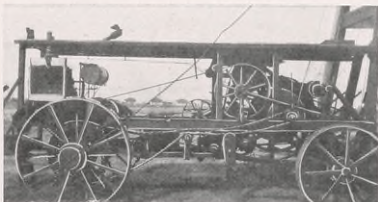
Caddo Lake, west of Mooringsport, La.



Cypress Trees in Caddo Lake



Producers Oil Company Gasoline Plant at Electra, Texas



Gasoline Well-Pulling Machine at Electra, Texas



Caddo Lake—The well in the background is one mile out from distant shore

The path of duty does not always lie across the parade ground.

—*Texas Utility News.*

Excess makes life burdensome; moderation makes life beautiful.

The big premiums of life go to skill, and skill is the first born of the ideal. Skill is the child of passion—carried with patience, borne with pain, and suckled into stature through many toilsome days. The great man is strong; the great man is skilled; not flawless—always human—but strong and skilled.—*Richard Wightman.*

Saving has as much to do with having as earning does.—*Col. G. A. Gearhart.*

The Commercial Bowling League finished their Spring Schedule of thirty-six games on the Y. M. C. A. Alleys, April 17, in the following order:

Producers Oil Company
Southwestern T. & T. Company
Swift and Company
Houston Chronicle
Gulf Production Company

The Producers Oil Company team was composed of the following from Houston office:

M. C. Mennike, Captain; O. W. Selvidge; A. C. Hunter; H. K. Arnold.

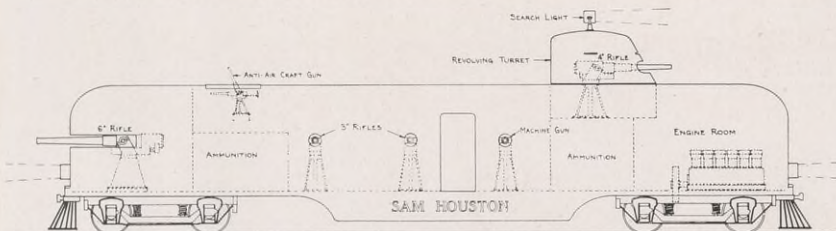
Several high scores were made, but the honors go to A. C. Hunter who scored 278. Our team ended with a standing of .806.

SUGGESTIVE INDEX OF CURRENT ARTICLES

THE MAIN INTEREST IS INDICATED BY CLASSIFICATION OR BRIEF COMMENT

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

- REFINING** Petroleum Chemistry—A Series of Articles, by Dr. Walter F. Rittman—*National Petroleum News*, March 1917, April 1917.
Technical Review for 1916, by John Motion—*Oildom*, April 1917.
Automatic Scales and Bulk Weighing, by H. T. Wade—*Industrial Management*, April 1917.
- SALES** Taking Your Sales to Pieces—IV Making Each Territory Produce Its Share, by Herbert W. Maxwell—*System*, April 1917.
Applying Scientific Principles to Sales Management—VI Purpose, Performance, and Policies, by E. St. E. Lewis—*Industrial Management*, April 1917.
- INSURANCE** Modern Insurance Problems—*Annals of the American Academy of Political and Social Science*, Vol. LXX, Whole No. 159, March 1917.
- EXPORT** Trade Between the United States and South America, by O. P. Austin, Statistician, Nat'l City Bank of New York—*The Americas*, April 1917.
- PRODUCERS** Oil and War, by Max W. Ball, U. S. Bureau of Mines—*Oildom*, April 1917.
Well-Log Statistics, by W. G. Matteson—*American Institute of Mining Engineers*, Feb. 1917.
- SAFETY** Sight-Saving in the Industries, by Gordon L. Berry—*Safety Engineering*, Jan. 1917.
Safe Practices for Boiler Rooms, by National Safety Council—*Power*, March 20, 1917.
- GENERAL** Organized Business Takes a Trench, by Anton Charles—*The Nation's Business*, April 1917.
Making Sure of Good Workers Tomorrow, by Herbert E. Miles—*System*, April 1917.
Proving the Pay Roll, by G. W. Greenwood—*Industrial Management*, April 1917.



ARMORED MOTOR RAILROAD CAR DESIGNED BY ONE OF THE TEXAS COMPANY'S ENGINEERS—APPROVED BY U. S. ARMY.

Plans and specifications for the first self-propelled armored railroad car in the United States, designed by W. W. Dooley, Lubricating Engineer, and A. W. Currie, Draughtsman, of the Houston offices of The Texas Company, have been approved by the War Department, and it is expected that an order from the Secretary of War for the immediate construction of No. 1 of this new engine of war will soon be issued.

The plans call for an all-steel construction, 65 feet in length, to run on standard gauge tracks. Powerful engines will give a speed of upwards of 55 miles an hour. The offensive armament consists of various ordnance:— In a revolving turret to the rear of the engine room will be a 4-inch rifle; for broadside action the sides of the waist will be pierced for machine guns and four 3-inch rifles; an anti-aircraft gun and a 6-inch rifle in the rear.

The cost of one of these cars is estimated at approximately \$40,000; and if there be any necessity for private contribution, it is proposed that any needed part of the amount, or the whole of it, would be donated by employes of The Texas Company and other citizens of Houston.

