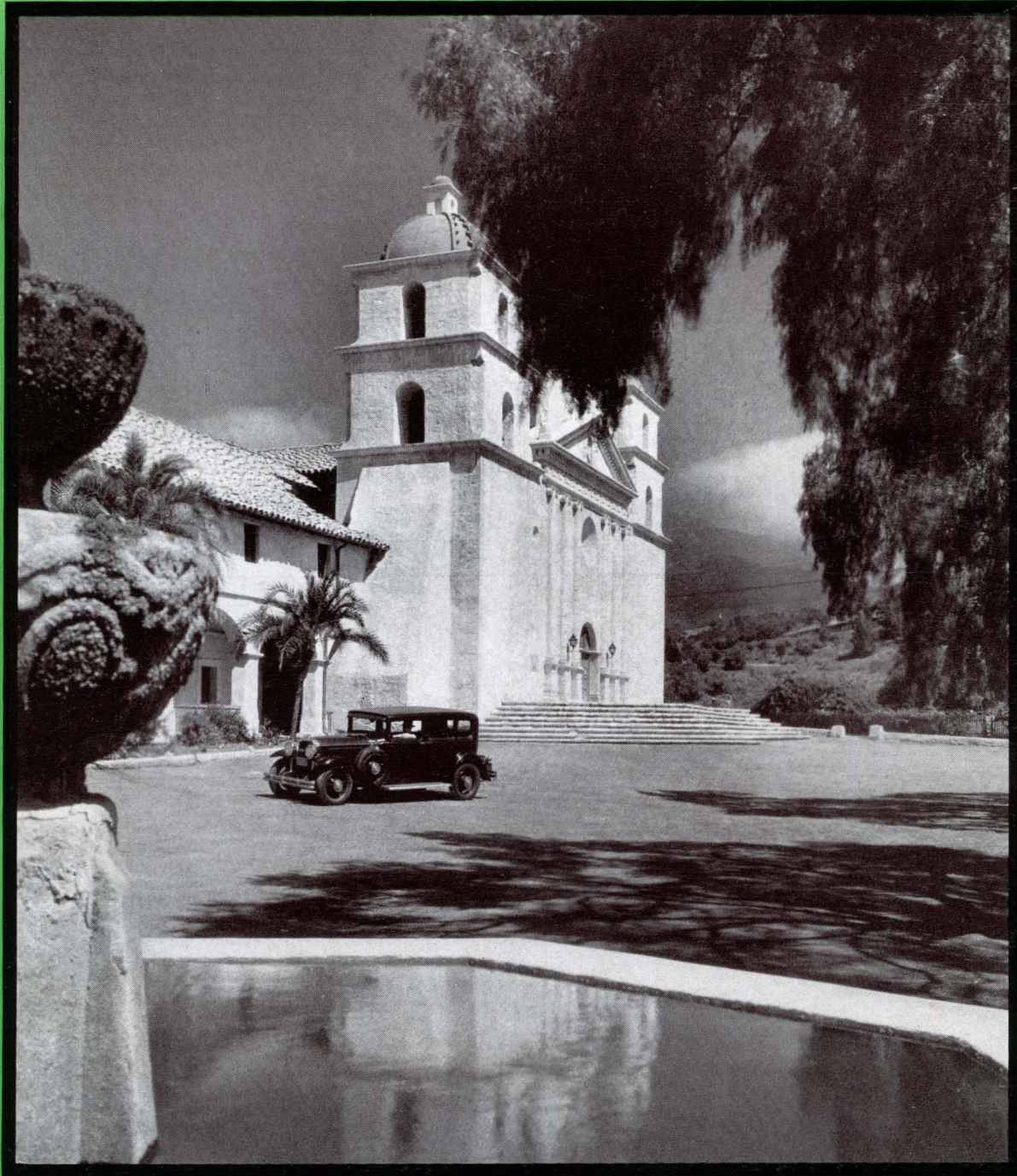


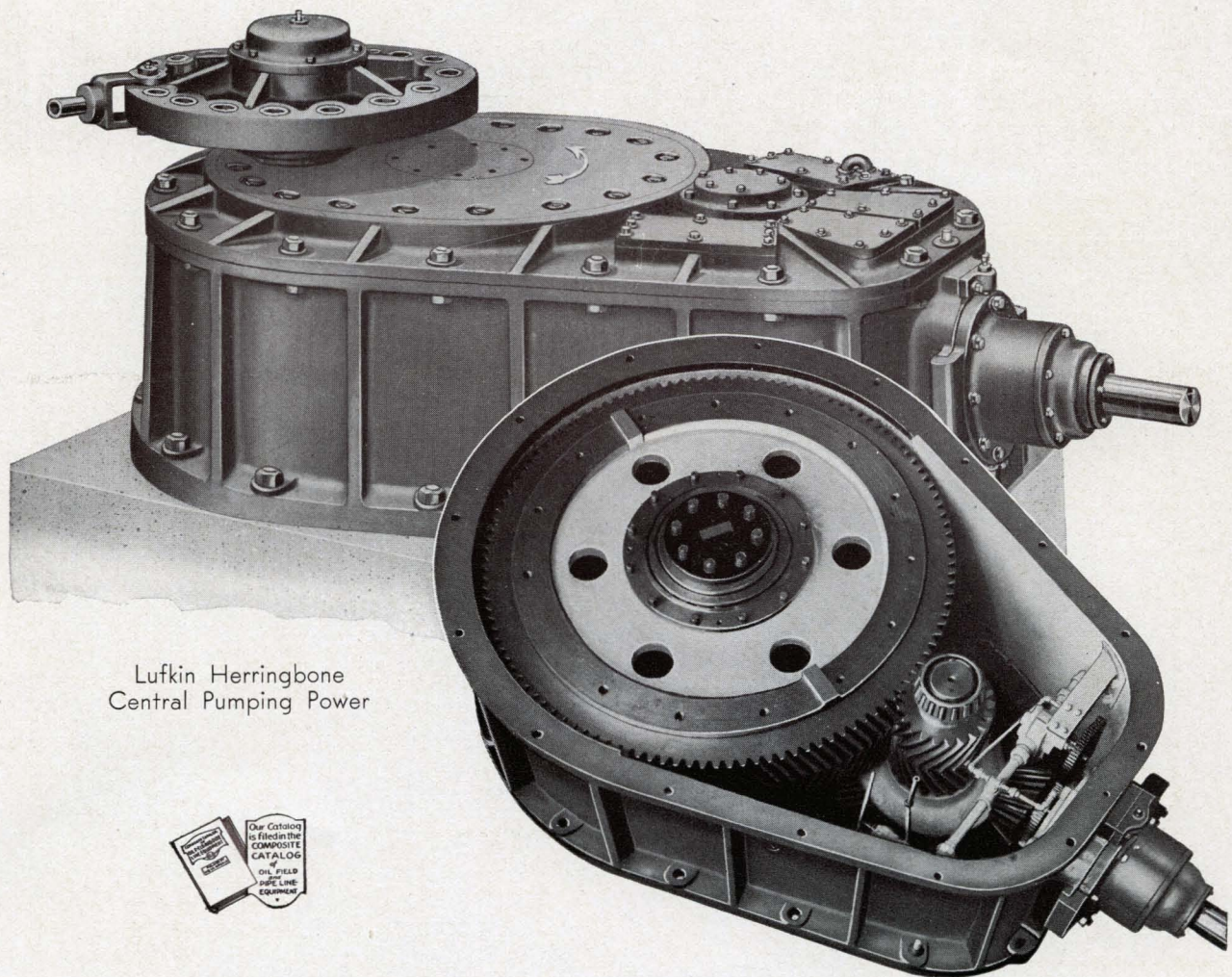
The

Featuring

LAST STAND
of Cattle Barons in Southwest Texas

LUFKIN LINE





Lufkin Herringbone
Central Pumping Power



- Greatest Horse Power Capacity
- Greatest Strength
- Greatest Stroke Length
- Greatest Obtained Compactness

THE WORLD'S GREATEST POWER!

Send for Bulletin 84

Lufkin Herringbone Central Powers

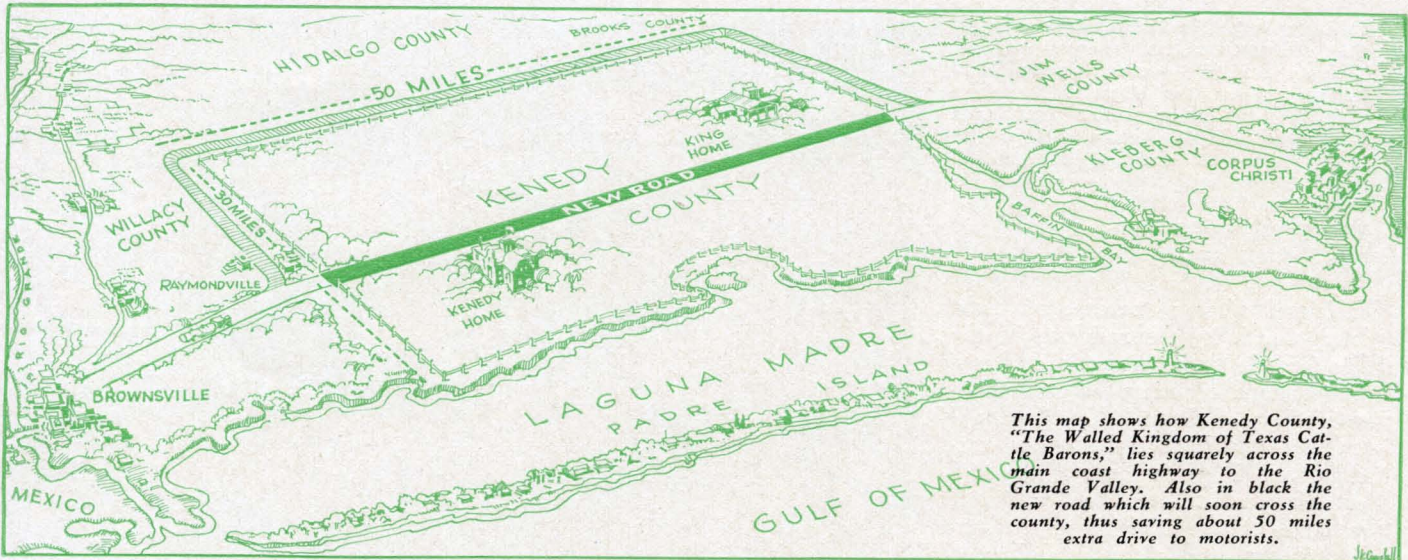
Manufactured at Lufkin, Texas

LUFKIN FOUNDRY & MACHINE COMPANY

BRANCH OFFICES IN PRINCIPAL OIL FIELDS

The Lusk Line

May-June, 1934



Last Stand OF CATTLE BARONS IN SOUTHWESTERN TEXAS



One of the many feeding pens for Brahma and Hereford cattle mixed on the King Ranch

By T. R. COWELL, JR.

east to west and much narrower, and covers a total of 1335 square miles of prairie, but is about a hundred miles around it by road.

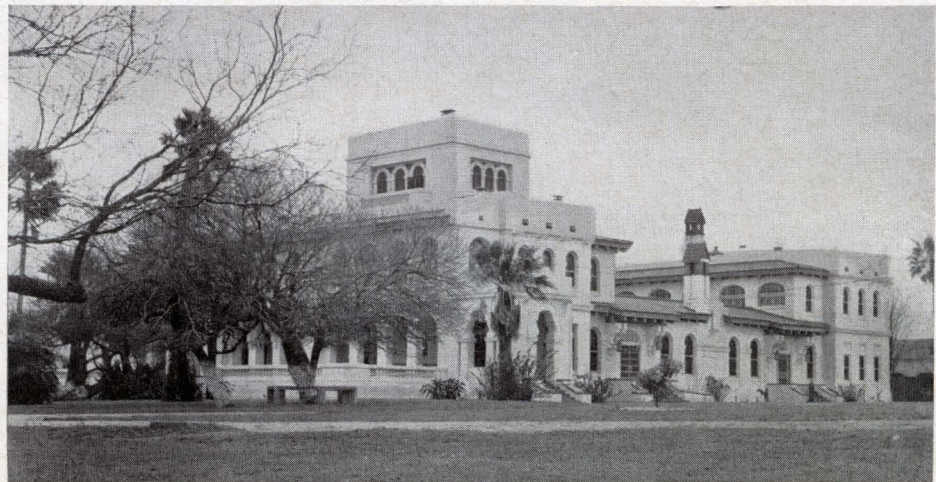
Victory after Many Years' Fight

For years the residents of the surrounding counties have been carrying on a valiant fight for a road

across Kenedy County but until this fall they have never been able to muster enough votes in the legislature to put the road through. In fact last winter the lower house of the legislature did pass a bill to that effect, but after a terrific fight in the Senate it was defeated by a vote of 13 to 7. However, with the usual never-say-die Texas spirit, at a special session of the legislature this

Kenedy County, Texas, has sometimes been referred to as "The Last Stand of the Cattle Barons." The county is unique in that its entire acreage is owned by two great companies, the King and Kenedy Ranches. It is further unique in that it is called "The Walled Kingdom," and this is literally true, for the whole county is surrounded by a thin wire fence and its entrance gates are supplied with lock and key at that.

For that reason no state highway has ever crossed the sacred domain of Kenedy County, and this has necessitated an additional mileage of about fifty miles to all auto traffic between the growing cities of Corpus Christi at the east end and Brownsville on the southwest. The county is about fifty miles across from



Headquarters ranch house on the King Ranch

May-June, 1934

The Lufkin Line

2

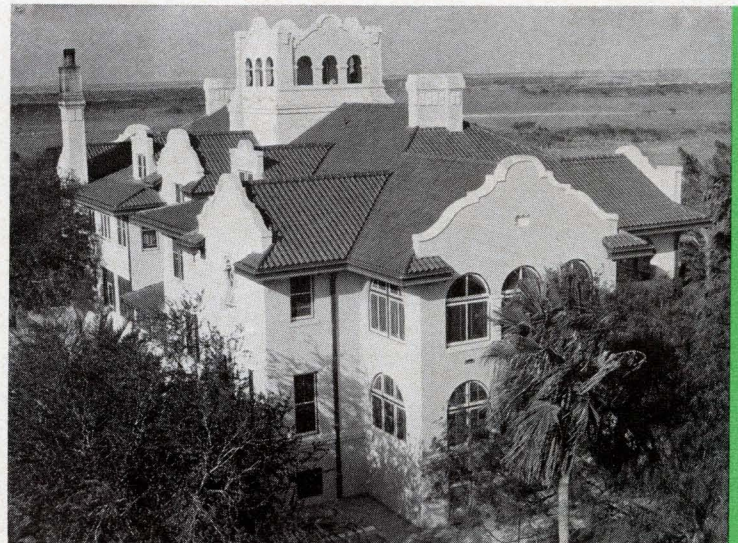
Editor's Note: No Texas boy ever lived that did not thrill at the mention of "King's Ranch"—ever hopeful that he may have the opportunity of a visit to that famed Texas "ranch of ranches." King's Ranch enjoys not only State and National recognition but International notice—we are indebted to "Pure Oil News" for this very enlightening story.



fall and after a tremendous fight made for it by the residents of the Rio Grande Valley a special bill was put through ordering the condemnation of a road through Kenedy County, and it will soon be under construction. Thus the last of the 254 counties in the Lone Star State will succumb to the advance of civilization in the need of better and more direct highways.

On November 21st the Texas Highway Commission ordered engineers to make an immediate location survey of Highway 96 on the route of the Hug-the-Coast Highway to allow an early start of preliminary construction. Federal funds will be made available for helping build the road and it is expected that a large force of the now unemployed will be used in the construction work this winter. The land owners, it is reported, have agreed to bow to the inevitable and furnish the right of way when the state is ready to proceed.

The King and Kenedy ranches cover not alone all of Kenedy County, but fully an equal amount of additional acreage in the surrounding counties of Kleberg, Bee, Goliad, Jim Wells, Brooks, Hidalgo and Willacy.



Head-quarters ranch house on the Kenedy Ranch

The King Ranch

Time in its issue of December 4th has much to say about the King Ranch. We quote briefly: "The great King Ranch, four-fifths the size of Delaware, is the largest ranch in Texas, the largest in the U. S. On its wide acres graze 125,000 cattle which, at proper seasons, are handled by some 300 highly skilled cowboys. These acres have been valued at \$8,750,000, the cattle at \$5,590,000, the horses at \$250,000, the artesian wells, the 265 windmills, the concrete ranch houses, the 1,500 miles of fences and other equipment at \$4,000,000—a grand total of \$18,590,000. So tremendous that it is practically an independent kingdom within the borders of Texas, the

ranch was founded in 1851 by Captain Richard King, Seminole fighter and Rio Grande pilot. It has been



Group of young Brahma cattle, of which there are thousands on the King and Kenedy Ranches

ruled for the past half century by a dynasty of Klebergs: Robert I, who married the Captain's daughter, and Robert II,—their reigning son. The Klebergs ruled but the Captain's widow, Henrietta King, kept the ownership up to her death in 1925.

"The ranch is flourishing mightily today under the dictatorship of good-looking Robert II, a 37-year-old ruler of vast energy. In his eight years' reign he has spent some \$2,000,000 on such improvements as building 1,000 miles of new fences, grubbing 15,000 acres clear of mesquite and chaparral to plant them with Rhodes grass from Africa. He is proudest of his new breed of cattle,



A small army of cowboys on the Kenedy Ranch

The Lufkin Line

May-June, 1934

the Santa Gertrudis, achieved after many a year of experiments. It is a cross of Indian Brahma cattle, which are resistant to the tropical heat and diseases of southern Texas, and pure-bred shorthorns, one of the great English beef breeds. The result is a fat, sleek, dark-red cow, both hardy and marketable."

Leased for Oil

An item of importance to the oil industry appeared in the press in November when it was announced that one of the great Texas oil companies had effected a twenty-year lease on the entire King Ranch of 1,153,000 acres, the largest single oil lease in the world and for which a large sum was paid. Oil has been found in small quantities in a field near Kingsville, just east of the property and it is possible that oil will be found also on the big lease.

The King Ranch really consists of two main ranches. The north ranch is known as the Santa Gertrudis Ranch and on it a little west of the town of Kingsville is the palatial King home, which replaced the one destroyed by fire some years ago. The south ranch is known as the El Sauz or "The Willows." It has been said that Richard King, the founder of the estate, originally made his for-

tune during the Civil War running cotton past the Federal blockade at the mouth of the Rio Grande.

The Kenedy Ranch, while not so large as the King, is probably the second largest in the state, and it also has an interesting history dating back to the early days. The Kenedy home is also a palatial affair, as may be seen from the accompanying picture.

Kenedy County has a population of about 700 persons, every one of whom is really an employe of either the King or the Kenedy ranches. Kenedy County owes no debts, it has its own court house which it paid for in cash, its tax rate is 36 cents per hundred, about one-fifth that of surrounding counties, and now confronted with having to build about 100 miles of new fence with the necessary gates and crossings, is it any wonder that the cattle barons of Kenedy County put up a last ditch fight? The new road will be 100 feet wide and will go almost in a straight line across the county, thus shortening the driving distance between Corpus Christi and Raymondville on the west about 50 miles.

As may be noted from the accompanying map, Padre Island, which is 120 miles long, furnishes a natural breakwater for a long stretch of

coast. The Laguna Madre abounds in a great variety of fish. Kenedy County is a paradise for sportsmen, as it abounds with wild turkey, deer, prairie chickens, coyotes and other wild game.

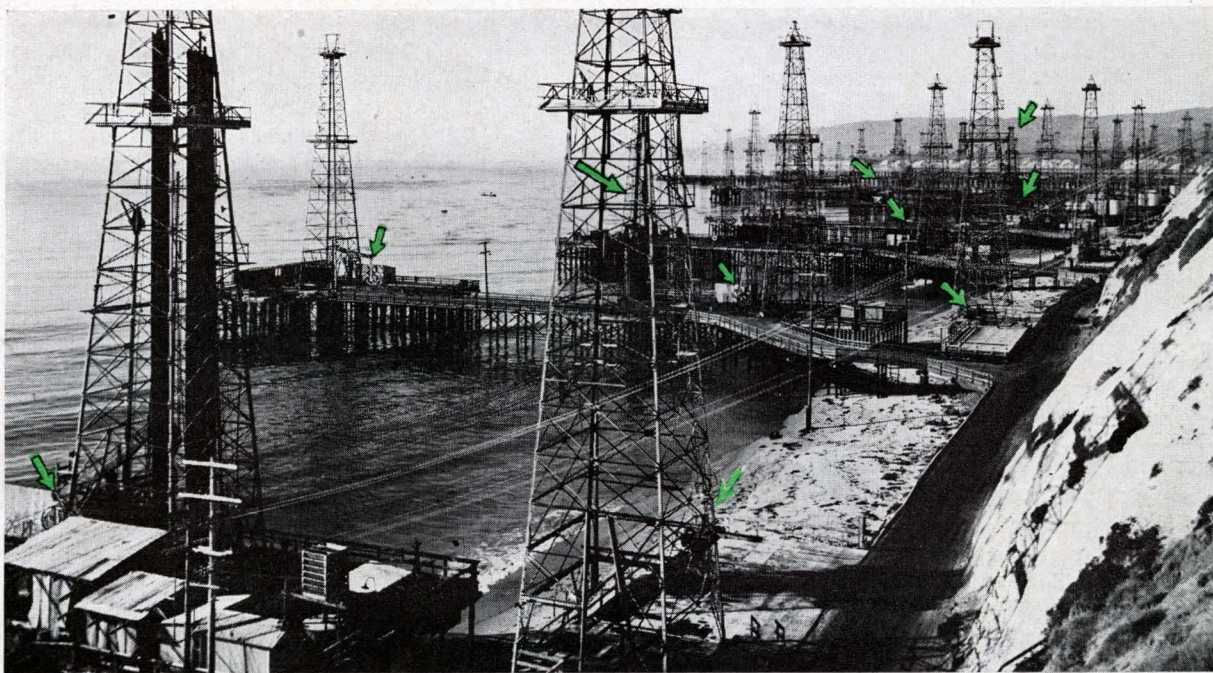
From Brownsville to Kenedy County on the west there are miles and miles of fruit and citrus farms, and it is said that this valley produces more grapefruit than any other section of the United States. Then comes the great ranches of Kenedy County, and on the east in Kleberg County start the great cotton farms.

Pure Distributing Company

The Pure Distributing Company, which handles Pure Oil products throughout the Rio Grande Valley, will benefit materially by the construction of this road, for it will save about fifty additional miles travel every trip. The company estimates that its trucks have traveled an additional 500,000 miles between Corpus Christi and Brownsville in going around Kenedy County the long way.

The Pure Distributing Company was organized two and a half years ago and since that time has had a rapid development as it covers quite thoroughly all that section of south-

(Continued on page 15)



Where nine Lufkin Units were in operation when this picture was taken in December there are now thirty-one in operation



M. M. Kinley—known as “The greatest oil-well fire fighter in the world” and typical well on fire

KINLEY BROS.

Will Demonstrate Fire Fighting at Exposition

The most spectacular and colorful event in the oil field—that of putting out a blazing oil or gas well with a charge of nitro-glycerine—will be demonstrated on an actual blazing well at the International Petroleum Exposition and Congress in Tulsa, May 12 to 19, according to W. B. Way, general manager.

M. M. Kinley, who has put out more than 60 such fires and holds the title of “greatest oil well fire fighter in the world” by reason of having put out a well in Roumania after European experts had failed over two years expending over a million dollars and losing 14 lives, has been secured for the demonstration.

Many oil companies have employed Kinley and his brother Floyd to fight fires but few have seen them at work in their asbestos suits and charge of “gela-tinized” nitroglycerine.

The oil men and the general public will have the opportunity to see on the exposition grounds the haz-

ards which they go through in putting out fires.

An oil derrick will be erected and gas from a high pressure main will be piped to the derrick. Fire will blaze up 100 feet in the air while

the men are working on the derrick and Kinley will don his asbestos suit. After letting the derrick burn down he will carry the debris away with grappling hooks. Then he is ready to blast out the fire with the specially prepared “gelatinized” nitro-glycerine. All of this will take about an hour. The danger from flames whipping around as the charge of explosive is put near the fire and other dangers are great.

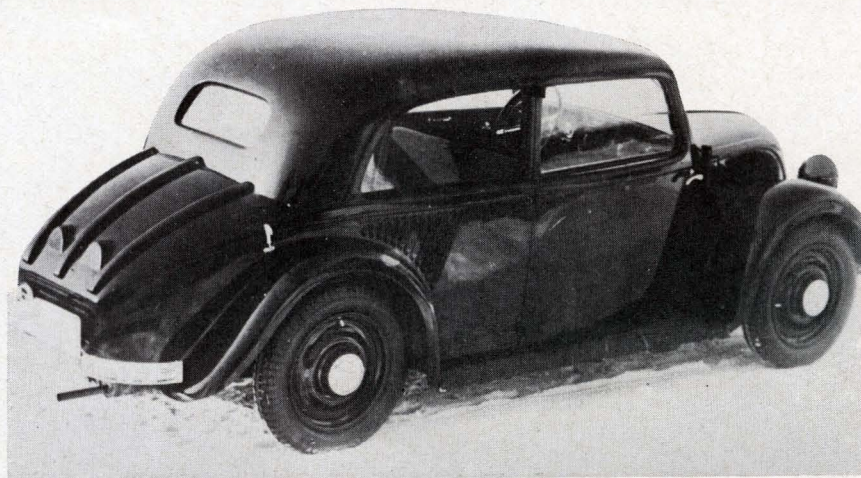
Sometimes wells come in prematurely before the valves are placed on top of the casing and the gas rushes out wild. Often a spark will set a fire.

Gas forms in the bowels of the earth by the breaking up of organic matter. The same happens when organic matter decomposes on the surface only the gas below cannot escape into the upper atmosphere.

High pressures are formed following this chemical process by movements of the earth’s strata. The gas is more easily compressed than is solid matter.

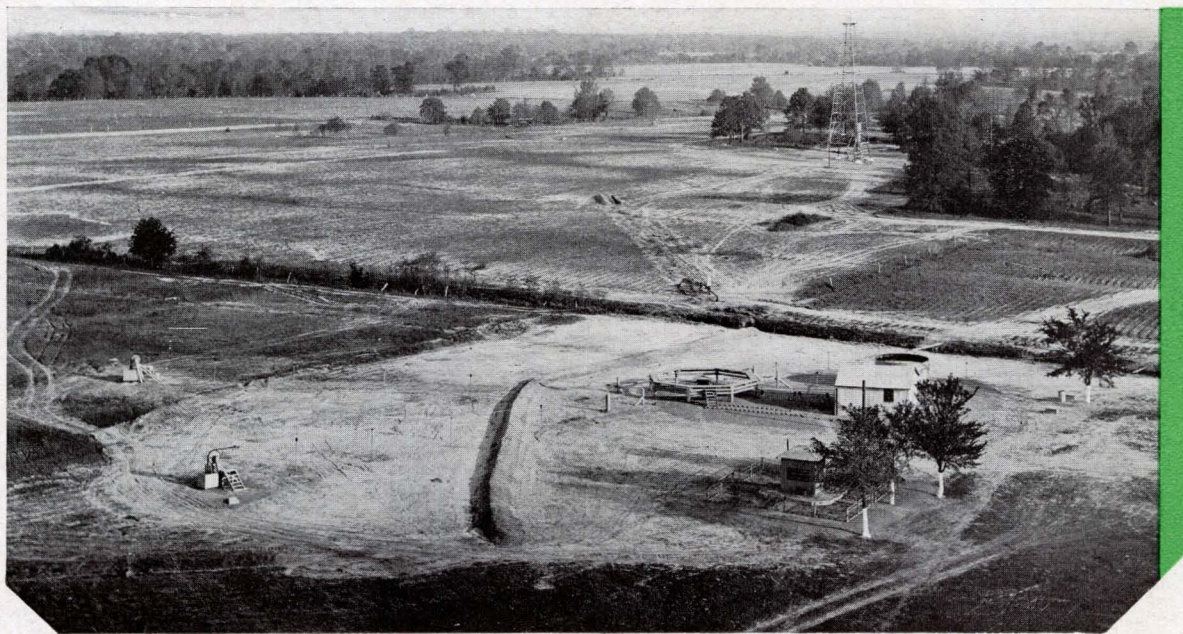
Sometimes the pressure may be as low as 30 pounds to the square inch and again, as in the case of the Roumanian well, 2,500 pounds or more, about 85 times that used in an automobile tire to hold up the weight of the car.

Geology has been perfected to the point where in over 90 per cent of the cases experts can tell where the gas formations are and proper precautions thus taken to control the gas, before drilling into the “pocket.”



Keystone View co.

Germany’s newest car—the new streamlined, four cylinder, Mercedes small car



*Lufkin
Central
Pumping
Power
in service
in the
Van
Field*

King Oil COMES OF AGE

In the feature article, King Oil Comes of Age, appearing in the February number of *Country Gentleman*, Ben Hibbs tells graphically how "unit operation"—a scientific and economic method of oil field development—is making headway in America. Concerning this, the general public knows but little.

The Van field in northeastern Texas is used by Mr. Hibbs as an illustration of this new and saner method of petroleum production. When the Van pool was discovered four and a half years ago, the acreage was closely held by five large companies: Pure Oil, Texas, Shell, Sun and Humble. Forming a separate organization to handle the Van operation, these concerns gave the reins to Pure Oil, and the entire field has been developed as a unit instead of in a wildly competitive and wasteful fashion.

Wells have been drilled only when and where they have been needed at Van, and oil has been produced only in such quantities as the refineries could use and not in a price demoralizing flood. A Pure Oil Company engineer declares that the Van field will still be producing oil

Editor's Note: The oil industry is putting aside childish things like picture-book gushers, guesswork, wastefulness and war. New methods promise to revive production in exhausted fields—prolong the life of new wells—get twice as much oil out of Nature's subterranean reservoirs. This summary of an interesting article is reprinted by permission of the *Country Gentleman*, copyright 1934, by the Curtis Publishing Company—Philadelphia.

in profitable quantities forty years hence. Those titanic subsurface forces, reservoir energy and water drive, which are quickly and ruinously dissipated in many oil reserves, are being so carefully handled at Van that the field will be maintained in a flush condition for many years. There are many other angles of economy and conservation inherent in unit operation. It is an interesting and hopeful picture of progress.

Until recently oil men thought they were doing well if they recovered as much as 25 per cent of the oil which actually exists in the sand.

By BEN HIBBS

But today depleted fields are being revived—reservoir energy is being created artificially—by injecting natural gas or compressed air, or sometimes water, down into the sand under high pressure. Injections of acid are also being used to increase the porosity of oil-bearing formations. With these two aids to production, engineers estimate that it is now possible to recover 50 per cent, instead of only 25 per cent of the petroleum in a pool.

New geophysical methods of prospecting for oil are now being employed. Artificial earthquakes are created with dynamite, and the resulting tremors of sound which spread through the ground—recorded on seismographs—indicate the type, shape and depth of any subsurface structures in that vicinity. This method along with other geophysical methods of exploration, has been tremendously successful in locating rich new fields.

Petroleum, apparently is at its hour of transition. The industry today is half science, half swagger—

(Continued on page 15)



Keystone

HERE'S

MODERN MERCHANDISING

Throughout areas in which it has distribution, Seeman Brothers, Inc., is routing the giant sound truck shown above as a promotion effort on its White Rose Tea. This vehicle is a combination home, movie palace, transport and observation tower.

For the last month the operator of the truck, perched in the conning tower, has been noising his way by means of the powerful siren and fog horn with which the truck is equipped through towns in New Jersey, Long Island and Brooklyn.

In the interior of the truck at the front is a metal-lined talking picture projection room. Next comes a green-tiled bathroom, with hot and cold running water. The sleeping quarters are mahogany-paneled and the

kitchenette, including electric stove, refrigerator and roomy cupboards, is situated across the aisle. The sitting room occupies the entire rear section, talking pictures being projected on to a screen at the back. A powerful gas driven generator supplies the electric power for the various contrivances, which include a radio, phonograph, electric wall heaters and elaborate multi-colored lighting system.

Visitors to the vehicle, when it parks at the curb, are served with White Rose tea in dainty modernistic glass cups by a pretty waitress; at the same time a large crowd usually assembles quickly outside where it is entertained by talking pictures thrown on a screen some distance back of this \$36,000 truck.

ONE FOR THE BOOK



A real lady tool "pusher"
 Left to right: "Alex" Alexander, Driller, Mrs. and Mr. J. T. Reese, Drilling Contractors. When Mr. Reese was recently stricken with rheumatism while on a job in the Converse area, it is said Mrs. Reese carried on and made "J. T." ashamed of all previous records.

One of the clerks at the employment agency was a bit of a wit, and he was preparing to gain a laugh at the expense of the next in the line.

"Where were you born?" he asked the man, a Scotchman.

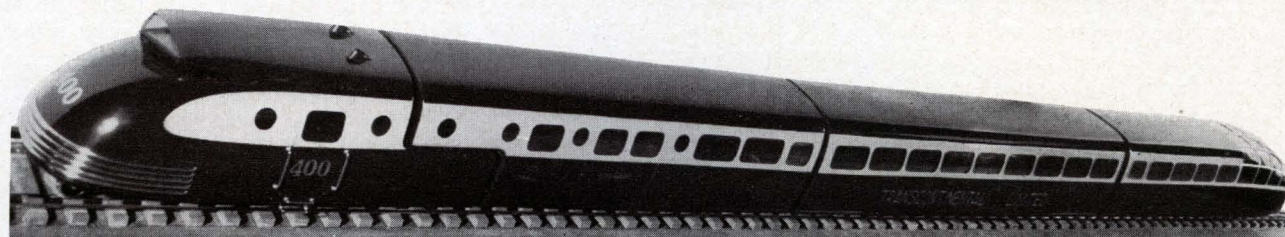
"Glasca'," was the reply.

"Glasgow! Whatever for?" continued the funny one.

"I wanted to be near mother," said the other with devastating meekness.—*Tit-Bits*.

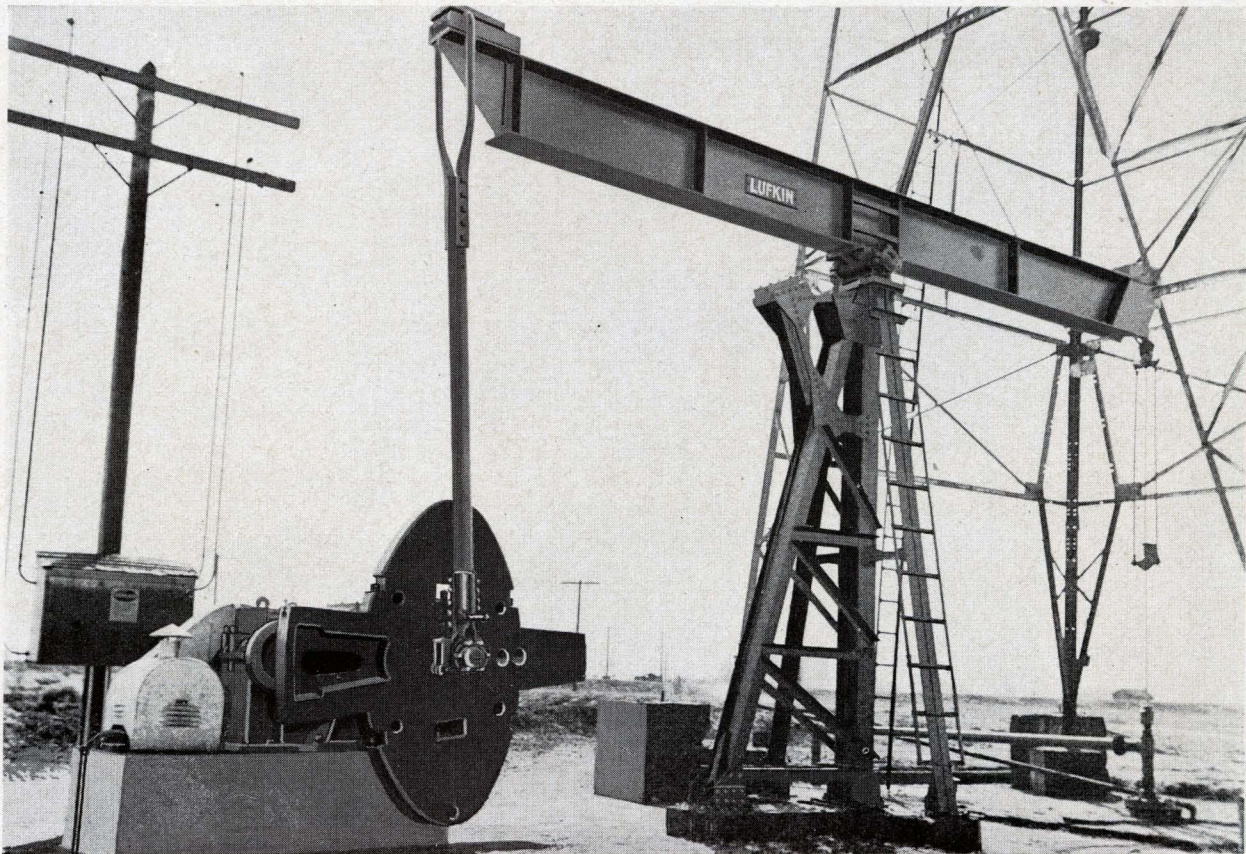
"I turned the way I signaled," indignantly said the lady, after the crash.

"I know it," sadly said the man, "that's what fooled me."



—Ewing Galloway

A railway train of the future—entire train weighs less than a big steam locomotive and will make better than 100 miles an hour. The three coaches are standard size. The locomotive is adaptable to gasoline motors or Diesels. This model was built by the Briggs Manufacturing Company of Detroit



Typical Lufkin Double Reduction Unit on California well.

LUFKIN

Double Reduction

HERRINGBONE GEAR UNITS » » »

Designed along the same general lines as the regular Lufkin Single Reduction Units, and manufactured in five sizes, the Lufkin Double Reduction Pumping Units have met with Universal acceptance wherever pumping conditions warranted their use.

Featuring full floating self-aligning gears, made possible by the use of Sykes Herringbone Gears and Pinions,—bronze and Hyatt, heavy duty bearings and a rugged, well-ribbed gear box, sufficiently heavy

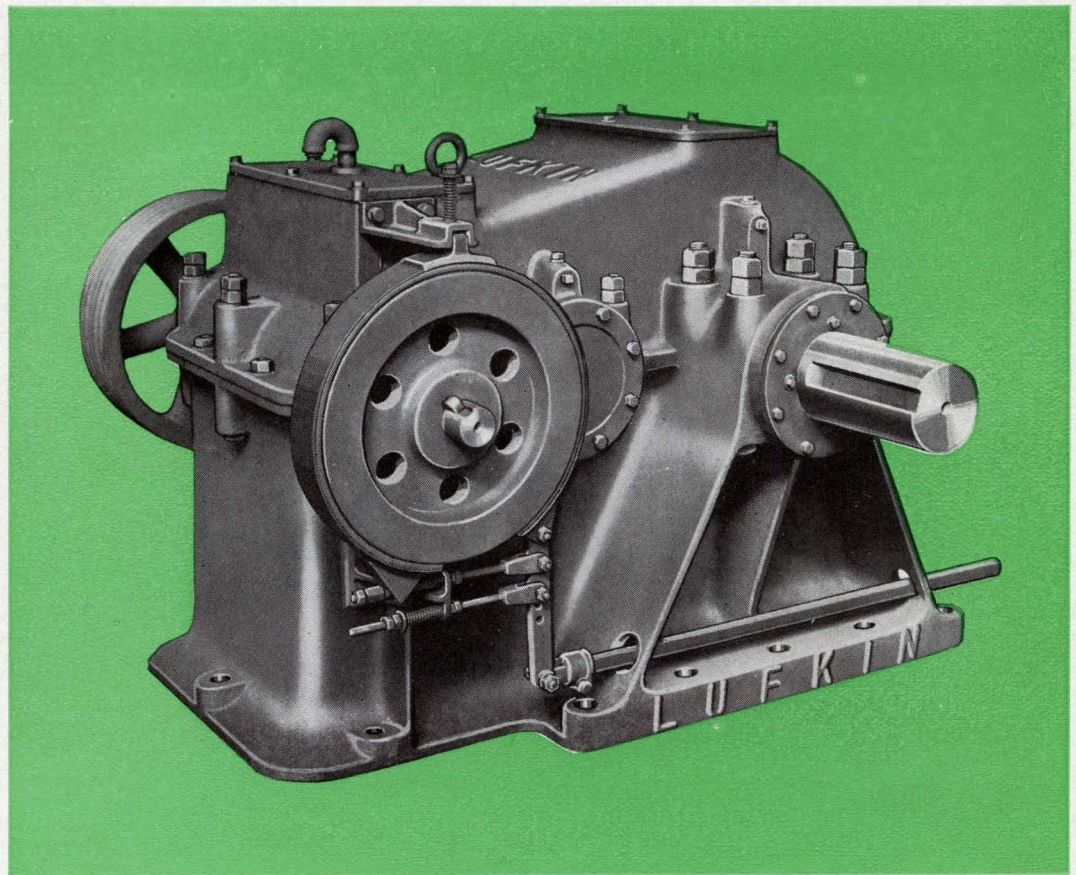
to withstand the shock loads and vibration of an oil well, the Lufkin Double Reduction Herringbone Units are looked upon as the ultimate in mechanical design and efficiency.

Of paramount importance in the use of double geared units is the advantage of equal load distribution on the high and low speed gears. With Units of double herringbone gear design the load is more evenly spread over a greater area which results in a minimum of wear.

Trout Counter-balance Cranks with

Counter-weights and Oil Bath Pitman are standard equipment and the Unit is equipped with flywheel and brake of ample size. Horsepower ratings are obtained from 10 H.P. and strokes from 48" to 72" inclusive. This unit may also be used with Twin or Double Cranks.

Bulletin No. 82 describes in detail the mechanical characteristics with complete specifications of the five sizes of this Unit and will be gladly furnished upon request.



L U F K I N

MECHANICAL CHARACTERISTICS

Full Floating—

Self-Aligning—

Herringbone Gears

Precision Cut

Alloy Steel

Gears and Pinions

Generous

**Factors of safety in gears
and shafts**

Conservative

Horse Power Ratings

Equal Handed

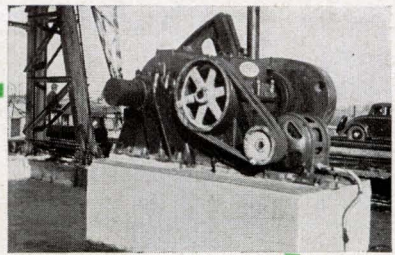
Right and left

Quiet in Operation

Efficient in Power Use

Built for life time service



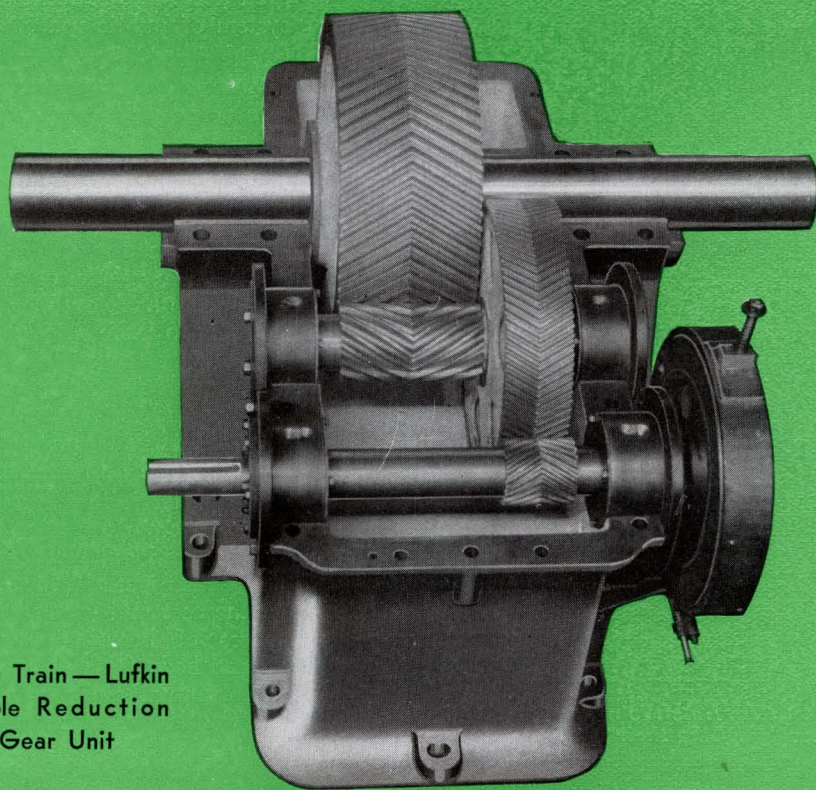


FIVE SIZES

Nos. - 11 - 21 - 31 - 41 - 51

SEND FOR SPECIAL BULLETIN No. 82

DOUBLE REDUCTION Herringbone Gear Units



Gear Train — Lufkin
Double Reduction
Gear Unit

May-June, 1934

The Lufkin Line

10

THE GOING-TO-THE-SUN Highway*

The recently-opened trans-mountain road in Glacier National Park is one of the most scenic in the world

Nature must have been in a singularly creative and ambitious mood when she landscaped northwestern Montana, for in the area embraced in Glacier National Park there is every evidence of it. Sixty glaciers, 250 lakes, scores of rugged, oddly-shaped mountains, many with sheer walls—to say nothing about the forests, streams and waterfalls—afford a truly amazing variety of scenic attractions. And thousands of motorists will see more of them this year than ever before, for a veritable Alpine road, both in respect to scenery and construction, has been completed. It was opened to traffic with befitting ceremonies in July.

This highway takes its name from the "Going-to-the-Sun Mountain," which has long been held in veneration by the Blackfeet Indians, and there is an interesting legend about it to this effect:

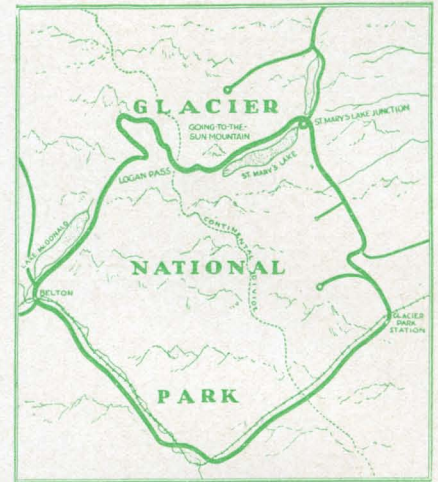
**Reprinted by courtesy of DU PONT MAGAZINE*

By W. A. SEYFFERT

"In the far, bygone days, the Great Spirit who lives in the sun descended to earth to instruct the Blackfeet people in all the useful things of life. His work finished, He started His return journey to the sun. On the way He decided to leave something as an enduring inspiration and reminder to His children. He stopped and carved His likeness on the face of this high mountain, so that all the Blackfeet people could see and remember."

This likeness, still held in reverence by the Indians, may be seen today on the snow-capped peak, and since the new road partly encircles this mountain, it is called "Going-to-the-Sun Highway."

Originally this region was a favorite hunting ground of the Indians, until the Federal Government pur-



chased it in 1896. At that time it was opened to prospectors who searched but did not find any ore bodies of commercial value. But its scenic wealth was so great that in 1910 the Government set aside 1,534 square miles of this territory as a national park. Since then it has been the dream of Federal officials and the people of Montana to make this region accessible to tourists through a system of public roads.

The first highways were constructed along the boundary lines, and side roads were projected for short distances into the interior. With no connecting links between them, eventually it became desirable to build a trans-park highway by joining some of these "dead ends," so that a motorist entering the park would not have to go back over the same route in order to leave it. This would better serve the convenience of tourists and would also give access to many scenic wonders in the central section—places where no tourist could travel, except on horseback.

Now that it has been completed, you can cross through the heart of Glacier National Park over a broad, safe and smooth highway. The route on the east and west sides skirts the shores of beautiful lakes, follows stream beds flanked by forest trees and eventually climbs up and over the Continental Divide through Logan Pass. The tourist's outlook in



Courtesy, National Park Service

A view from the highway on the east side. Note the mountain formations in the background, with tall evergreens nearby lifting their heads above the grade line

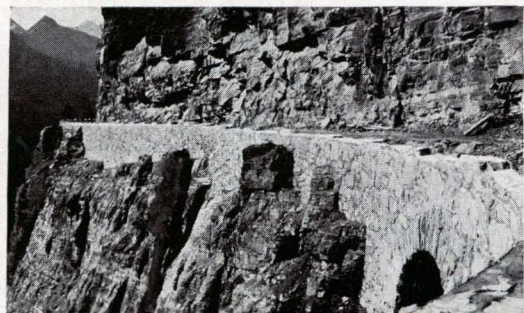
The Lufkin Line

May-June, 1934

that vicinity, particularly the "Garden Wall" section, is most impressive, because the road hugs the sheer walls of cliffs thousands of feet high. It is perhaps the most spectacular twelve and a half miles of highway in America, if not in the world.

To complete this section, which was built under tremendous difficulties, required an expenditure of approximately \$75,000 per mile. This is the cost based on the original contract, plus extras and engineering, but it does not include subsequent improvements such as maintenance, oil-treated surfacing and other minor items. In addition to the use of large quantities of cement, steel and other contractors' supplies, a half million pounds of explosives were used during the construction period. The "Garden Wall" is a lasting monument to the National Park officials who conceived the route; to the engineering forces of the U. S. Bureau of Public Roads, who surveyed and mapped it, and to the contractors, Williams & Douglas, who did the actual work.

Visualize, if you can, an engineer with rod, chain or transit surveying sections of this highway while hanging by ropes over sheer cliffs or standing on ledges a foot wide. Watch the men leave the trails and descend over the side of perpendicular rock wall by means of ropes to get to their working places hundreds of feet below. And imagine a workman carrying a sixty-pound "jack-hammer" drill or a box of dynamite on such a perilous journey. At any



time a slip of the hand or a misstep might mean a fall, with the next stop from 500 to 2,000 feet below and a "Good morning, St. Peter!" In many places it was necessary to tie "safety ropes" around a workman's body so that he might have free use of his hands to work.



Courtesy, National Park Service

The Garden Wall on the west side looks like a road to a mediaeval castle. It is sixteen feet wide with parking places where you may stop and enjoy the scenery

That was part of the every-day routine of engineers, contractors and their employes in constructing the Garden Wall. Despite these hazards, it is of record that Williams & Douglas completed the task without a single fatal accident. This is a tribute to Mr. A. R. Douglas of Kalispell, Montana, who was then a member of the firm.

He is the "dean" of Glacier Park contractors. Starting on the Garden Wall project in June, 1925, and working approximately four months each year, he had complete charge of the actual construction work on this

link until it was completed in October, 1928. The next two years he directed work at other locations and on some of the border highways. In 1931 and 1932 he did part of the construction for the Colonial Building Company under its contract on the east side of the Going-to-the-Sun Highway; and this year he constructed the final link—about eight miles—down to St. Mary's Lake Junction. With power shovels, explosives and other contractors' tools he has etched his name deep as a master builder of highways.

The writer regrets that space limitations forbid describing many unique features of this project. There were other important contracts, notably those handled by the Colonial Building Company of Spokane, Washington, and by A. Guthrie & Company of Portland, Oregon, and St. Paul, Minnesota. These contractors faced in a measure the same hazards and difficulties that Williams & Douglas encountered on the Garden Wall work which has been referred to in detail, because it was the largest single



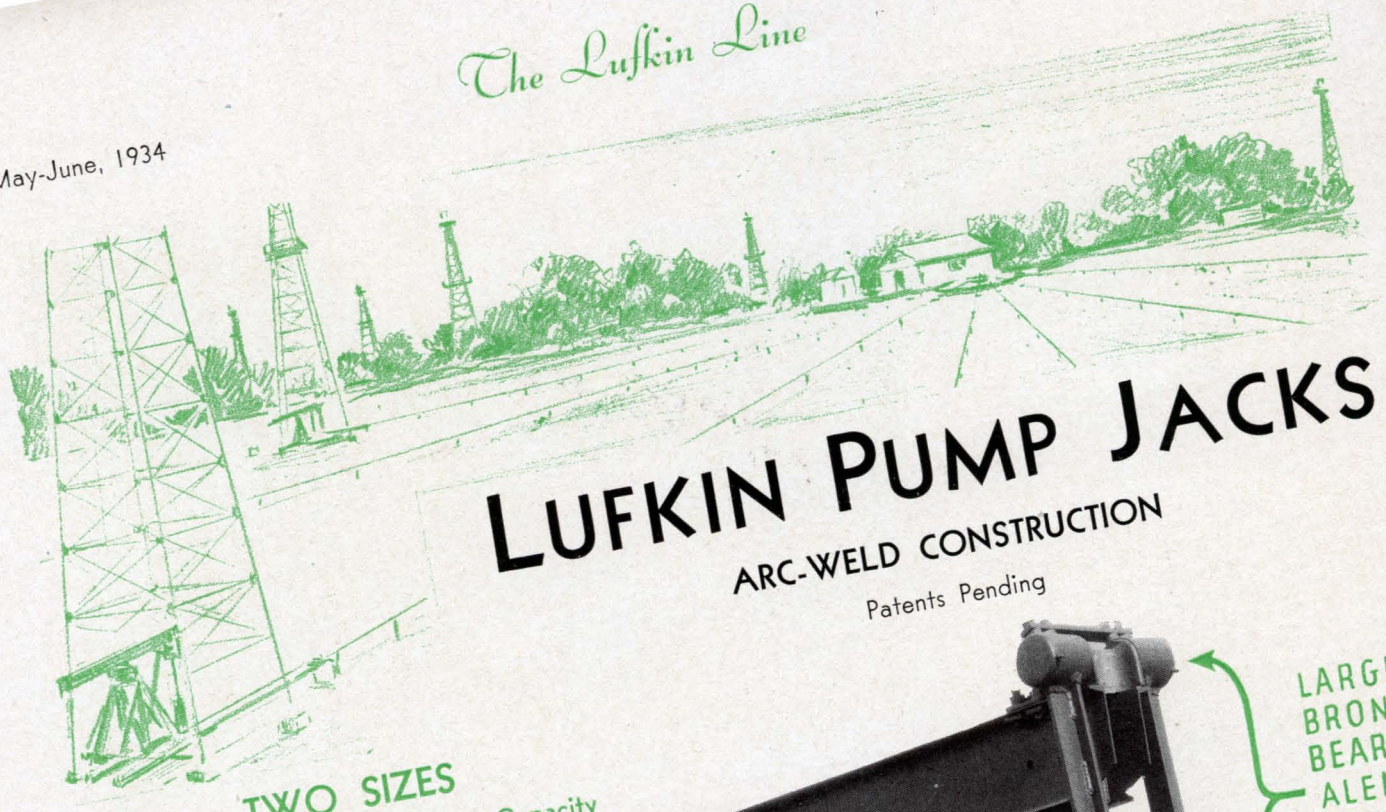
Courtesy, U. S. Bureau of Public Roads

Rock work along a cliff. The piece of drill steel in the right foreground shows the direction of holes made for an "under-cut shot," preparatory to blasting down the overhanging rock with light loads.

(Continued on page 14)

May-June, 1934

The Lufkin Line

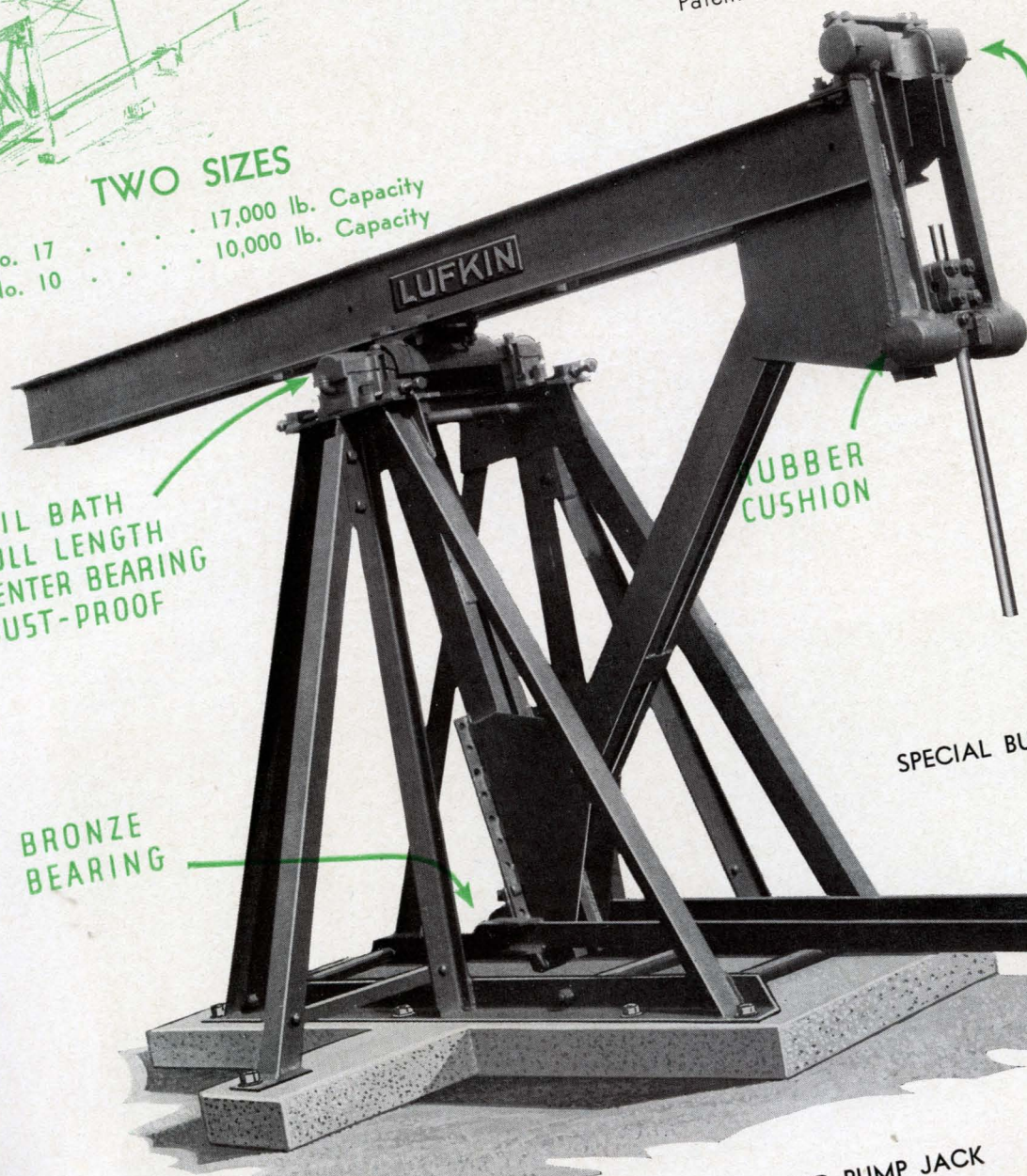


LUFKIN PUMP JACKS

ARC-WELD CONSTRUCTION
Patents Pending

TWO SIZES

- No. 17 17,000 lb. Capacity
- No. 10 10,000 lb. Capacity



LARGE BRONZE BEARINGS
ALEMITE LUBRICATION
ALL-STEEL HANGER

OIL BATH
FULL LENGTH
CENTER BEARING
DUST-PROOF

RUBBER CUSHION

BRONZE BEARING

SPECIAL BULLETIN 84 UPON REQUEST

LUFKIN ARC-WELDED PUMP JACK

LUFKIN IMPROVED PUMP JACKS

(Patents Pending)

After many years experience in the manufacture of Pump Jacks, and a thorough study of their operation from an engineering standpoint, we have now confined our line to two sizes, in which very definite improvements have been made.

Concentration of the best engineering practice in the design of these Jacks has made possible increased strength and rigidity where most needed. Larger bearing surfaces are provided in the main saddle and hanger bearings. Improved oiling facilities found most desirable for heavy duty service are incorporated in their design.

The frame and walking beam are of structural steel—arc-welded throughout and an unusual spread is obtained in the side braces both lengthwise and crosswise of the beam. The foundation or bolt layout corresponds with the foundation layout of the Lufkin Twin Crank Unit which permits of individual well pumping without additional foundation expense should this method of pumping be found, at any time, desirable.

The saddle bearing is of new and novel design. (See cross-section). The two side bearings

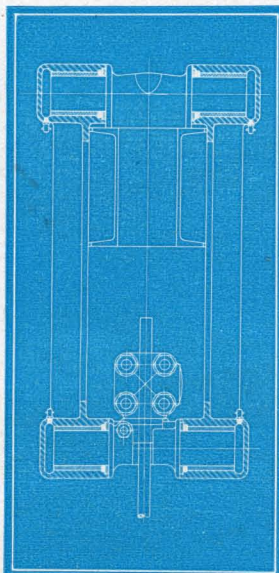
cast in one piece tie the two side frames rigidly together. The saddle bearing is entirely of steel with a large turned shaft provided its entire length. This bearing is babbitted with a strictly tin base metal of highest quality—is dust proof—oil-tight and has by far, the largest bearing surface of any Jack that we know of.

The Hanger is entirely of steel and is of the link hanging type, providing an ideal straight line lift or motion to the polish rod. (See diagram). The Hanger bearings are extra large and are equipped with bronze bushings, Alemite lubricated, which are easily and inexpensively replaced when worn.

The pull bars are flat steel with an equalizing bar to fasten to rod lines. The pull bar Jack bearing is adjustable, bronze bushed and Alemite lubricated.

LUFKIN JACKS will convince and satisfy the most "exacting" individual looking for practical and substantial equipment with lowest maintenance cost.

SEND FOR BULLETIN NO. 84

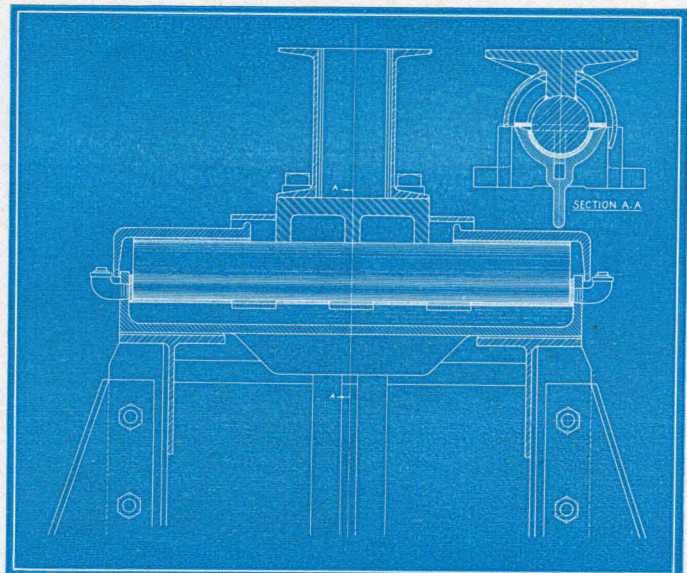


CROSS SECTIONS

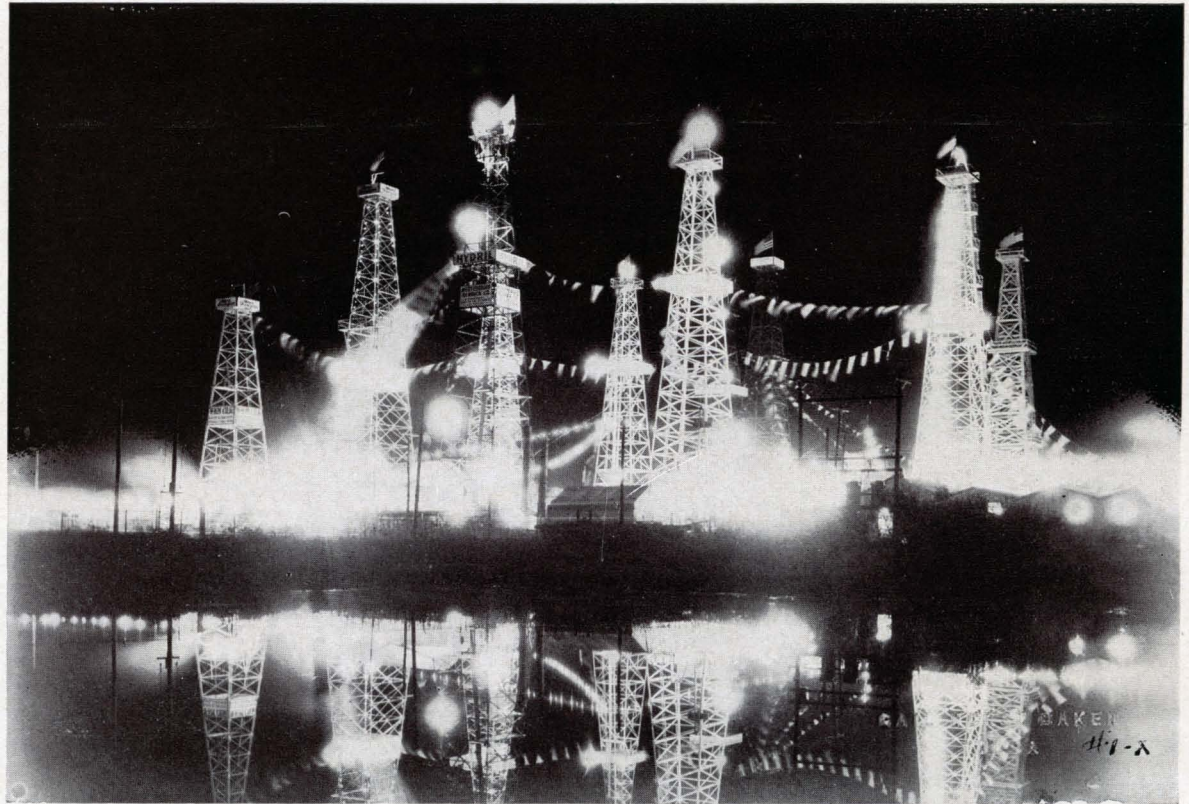
Showing Construction of Hanger.

Showing Construction and Section of MAIN BEARING

Alemite and Oil-Bath Lubrication—All wearing parts easily and economically renewed.



Night View
of
Exposition
in Full
Splendor



When the lights are on at the "World's Fair of the Petroleum Industry," officially known as the International Petroleum Exposition and Congress. The eighth show will be held May 12 to 19 in Tulsa.



Courtesy, U. S. Bureau of Public Roads

A glorious view from the highway, five miles west of the summit. Left to right are Mt. Oberlin, Mt. Reynolds and Mt. Cannon

GOING-TO-THE-SUN

Highway

(Continued from page 11)

project in cost, quantity of materials used, excavation yardage, amount of equipment and man power involved. Everyone who had a hand in building this highway may well feel proud of his work.

We are reviving our banks, our agriculture, our industries, looking to another period of prosperity. Why not revive the forgotten slogan — "See America First?" To see Glacier National Park from within is to enjoy all the thrills of Alpine scenery

in your own homeland. Transcontinental highways lead to the Park and now you can drive through it without loss of time.

If you prefer to travel by train, the excellent facilities of the Great Northern Railroad are available. Passengers from the East can stop at Glacier Park Station, ride over the new highway in the comfortable motor cars of the Park Transportation Company and make rail connections again at Belton on the west side. East-bound passengers merely reverse the routing.

You can visit this wonderland in as short a time as a week-end stop-over, which will afford a hurried glimpse of this Switzerland of America. Of course, you'll want to return for a more leisurely visit when you can follow the foot-and-horseback trails that lead to beauty spots that are as yet inaccessible to motorists. But the scenic marvels exposed to view from the "Going-to-the-Sun Highway" will linger in your memory as long as you live.

Note: For data, photographs and other assistance, the writer desires us to make grateful acknowledgment to Mr. W. G. Peters, associate engineer, U. S. Bureau of Public Roads, Portland, Oregon.

KING OIL Comes of Age

(Continued from page 5)

but there are ample signs that science, fortified by prudence, is taking the reins . . . Wise men are invading the field, and the petroleum industry is learning some much-needed lessons. King Oil is coming of age.

Note: For complete story see page 5, February Country Gentlemen.

Imagine His Embarrassment!

The baseball game in Farmer Jones' pasture broke up in the seventh inning when Joe Spivis slid into what he thought was third base.

A financier of our acquaintance says that the suckers haven't permanently deserted the stock market. They are merely waiting until the prices get too high again.

The International Petroleum Exposition and Congress, May 12 to 19, in Tulsa, Oklahoma will pay tribute to the veterans of the oil industry. A medal will be given to the oldest living oil man and he will be designated as the "Grand Old Man of the Petroleum Industry."

PAN AMERICAN ROAD

of Much Interest to Texas Citizens

Of vital concern to Texas and of great potential value in the Progressive Texans, Inc., campaign for the State's industrial development is the news that President Roosevelt has proposed that the United States advance \$500,000 for the preliminary surveys looking to the construction of a modern highway that would extend from the Texas border to Buenos Aires, Argentina, and Rio de Janeiro, Brazil.

The highway would extend through Mexico and Central America, down the West coast of South America to Santiago, Chile, and then across the Andes to Buenos Aires and Rio de Janeiro. Consideration of the project is scheduled to be one of the important items before the Pan-American conference at Montevideo.

President Roosevelt's idea is that with funds provided for the preliminary work and the road actually plotted, Latin-America would be encouraged to finish the program. Fi-

nancing is the real problem and a Washington dispatch indicates the belief there that the Administration would favor a loan to the various countries in which the road will be built on the condition that construction be pushed and that materials and machinery for the work be bought from United States manufacturers.

The suggestion even goes so far as to promise long-time repayment and that amortization might logically be provided for from increased automobile and gasoline tax receipts resulting directly from building the highway.

Texas manufacturers of road machinery and materials would be the principal early beneficiaries of the construction, but in the long run, it is pointed out, Texas manufacturers of all kinds of products sold in Mexico and Latin-America would be the permanent gainers.

—*Progressive Texans, Inc.*

Last Stand OF CATTLE BARONS IN SOUTHWEST TEXAS

(Continued from page 3)

west Texas, not only in Brownsville and Corpus Christi, but in many other towns, notably Harlingen, Weslaco, McAllen, Alice, Falfurrias and many other points. At Corpus Christi the company has a fine ocean terminal, where goods are received from Smiths Bluff Refinery and then distributed by truck throughout the territory. The company has its own service stations at Corpus Christi, Harlingen and Weslaco, and also supplies a large number of citrus groves and ranches in that section. A handsome new lubridome will shortly be constructed at Weslaco.

In the northern part of the valley the distribution is handled by the

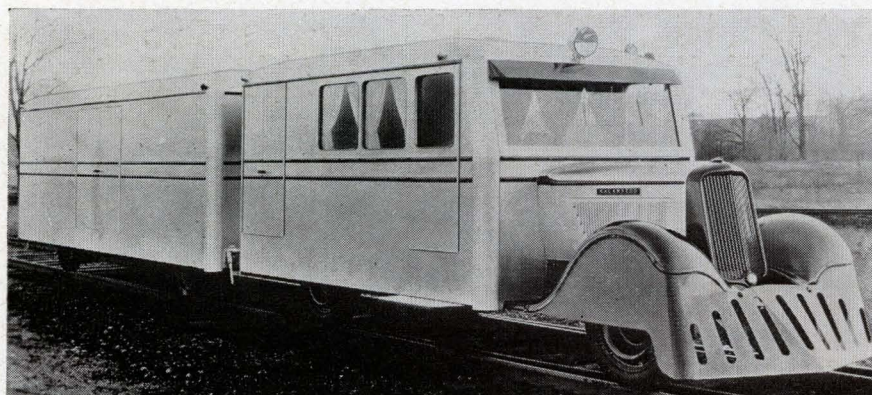
Rio Grande Pure Distributing Company of McAllen. The lower end of the Rio Grande Valley is handled by the Pipkin-Manske Company of Brownsville, which has one of the finest super-service stations in the state. The Home Oil Company is the distributor at Alice and is doing a splendid job of it. At Falfurrias, Jack Casey handles the distribution, where he operates one of the largest gallonage stations in that section, and there are other Pure Oil outlets all along the line.

The Rio Grande Valley is particularly fortunate in having a tropical climate, which permits the harvesting of several crops each year, consisting of vegetables, citrus fruit and grains. In September a severe hurricane hit the Valley, destroying millions of dollars worth of property and crops, but the traveler going through there today, three months later, would hardly know that any such thing had ever occurred, as the

farmers have cleaned up, started over again and are now shipping their winter vegetables.

Every year at Harlingen the Rio Grande Valley Fair and Exhibit is held during the months of December and January, at which time the Pure Distributing Company has an exhibit, which has greatly benefited their sales and helped to introduce Pure Oil Products throughout the Valley.





Gas Engine Supplants Steam Locomotive

The Hillsboro & North Eastern Railroad in Wisconsin recently abandoned steam power in favor of unique gasoline units, one of which is shown in the accompanying illustration. This unit is revolutionary in design, and is similar to the larger buses in common use on the highways, but particularly adapted for railroad use. Part of the car is for passengers, and a trailer is provided for freight.

The "Railcarbus" is manufactured by the Kalamazoo Railway Supply Company, Kalamazoo, Michigan, and has Met-L-Wood panels in roofs and sidewalls. The panels are made of two sheets of Republic Steel Corpo-

ration galvanized steel, between which is bonded a wood and cloth core making a ply panel of metal on the outside and wood inside of sturdy and highly insulating character. Met-L-Wood is a product of Met-L-Wood Corporation, Chicago.

The wheels of the vehicle are equipped with special pneumatic tires, so designed that a flat tire occasions less than one-half-inch drop, thereby permitting the car to proceed in safety in case of tire failure. This feature also eliminates the familiar clicking on passing over rail joints, and makes for easier riding qualities.

—Courtesy "The Iron Age"

BACK LASH

A packer of vanilla extract is using a specially designed bottle which can't be overturned. Seems like a good idea, but the wrong product.

★

And now an "answer-back" device for radio sets has been invented, permitting the audience to register "yes" or "no." Some listeners will insist on another button labeled "lousy."

★

Chester Lang's latest *bon mot*: Most public speeches, instead of being spread on the minutes, ought to be spread on the lawn.

★

"Give the children a can of Absorene to play with," suggests the advertiser. "It will keep them quiet for hours."

Why not give the little rascals a Colt's revolver—it ought to keep 'em quiet indefinitely.

★

It seems that Dillinger rode out of Indiana in a Ford V-8. But that's no testimonial—he could have done it on a velocipede.



TRYING TO TEASIA

An ad in the DIGEST defines APHASIA as failure of speech at crucial moments. A strictly masculine trouble, we take it:

Should your tongue be the kind that
betrasia,
There must often be times when it
paysia to look very glum,
and act very dumb,
And fake an attack of aphasia.

Should your family vex and displeasia,
And your creditors threaten to squezia,
Fill your pockets with pelf,
Meander off by yourself,
And have an attack of amnesia.

—Cincinnati Inquirer.



Out California way—Barndsall Oil Company crew, Elwood, California, left to right: J. W. Havan, Al Sims, H. T. Stevens and Joe Cain

The Lufkin Line

Published to promote Friendship and Good Will with its customers and friends and to advance the interest of its products by the Lufkin Foundry and Machine Co.

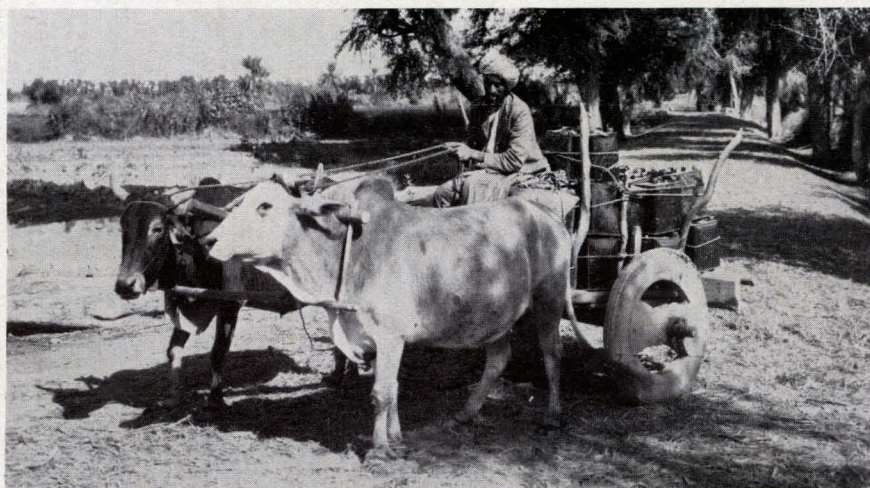
AL. E. CUDLIPP, Editor

Vol. XIII MAY-JUNE, 1934 No. 2

Lady Motorist — But really it wasn't my fault. I put out my hand.
Gallant Irishman—Sure, me darlin', 'tis your hand that's so small I didn't see it at all.

—London Daily Telegraph.

The oddest thing we've read lately is that the discovery of the Standard Oil wells in Egypt resulted from a tip given in Exodus 11:3. "And daubed it with slime and with pitch." One of the directors who read this passage figured that where there is pitch there must be oil. A number of oil wells are now on the ground near where Moses was born. It pays to read the Bible.—Boston Transcript.



—Photo by Keystone

This is the spirit (s)!—Sind, India. Native bullock cart near Gausarje Village, Sind, India, in the Indus Valley, shown hauling two-gallon cans of "Shell Motor Spirits" (Benzine).

FIFTY-FIFTY

Maid (to young man caller): I'm sorry, but she said to tell you she isn't at home.

Young Man: Well, tell her I am glad I didn't call.

NOT IN THE DICTIONARY

Alibi—The legal way of proving that man was not at a place where he really was.

Anarchy—Where everyone is so free that no one can do as he would like to do.

Aristocrat—A member of a family that has long been descending.

Bachelor—A man who has lost the opportunity of making some woman miserable, or;

A man who looks but does not leap.—McCardie, or;

A man who never makes the same mistake once.—Ed Wynn.

Bolshevist—One who has nothing and wants to share it with everybody else.

Bore—A man who talks about himself when you want to talk about yourself.

Budget—A plan by which you worry about expenditures before you make them rather than afterward.

Call—A form of torture most frequently used by brokers.

—Fort Worth Rotogram.

IN THE SPRING A YOUNG MAN'S FANCY USUALLY BURSTS INTO VERSE

In times of depression, if you have an obsession
That business will never improve,
And you wander around, with your eyes on the ground,
And you move in the same old groove.

While your hands you're wringing, the birds are all singing,
And the sun is shining all day.
Misfortunes you bode, you're a stone in the road
Of Progress, and cumber the way.

"It's darkest," they say, "before break of day,"
But darkness is followed by light.
So look up, I pray, for the sun's first ray,
Dispelling the gloom of the night.

Give thanks if you're healthy; if you're healthy you're wealthy
(Believe it or not, it is true.)
Give thanks for each blessing, forget what's distressing,
And the world will look better to you.

So in times of depression, shake off the obsession,
And turn up your face to the light.
And then you will wonder why you were down under,
When all up above you was bright.

Angus: "Just coming from the bank? So ye have money to put away?"

Donald: "I didna put money in the bank."

Angus: "Then ye drew some oot, or borrowed?"

Donald: "Nae. Neither."

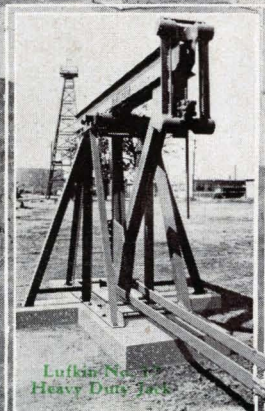
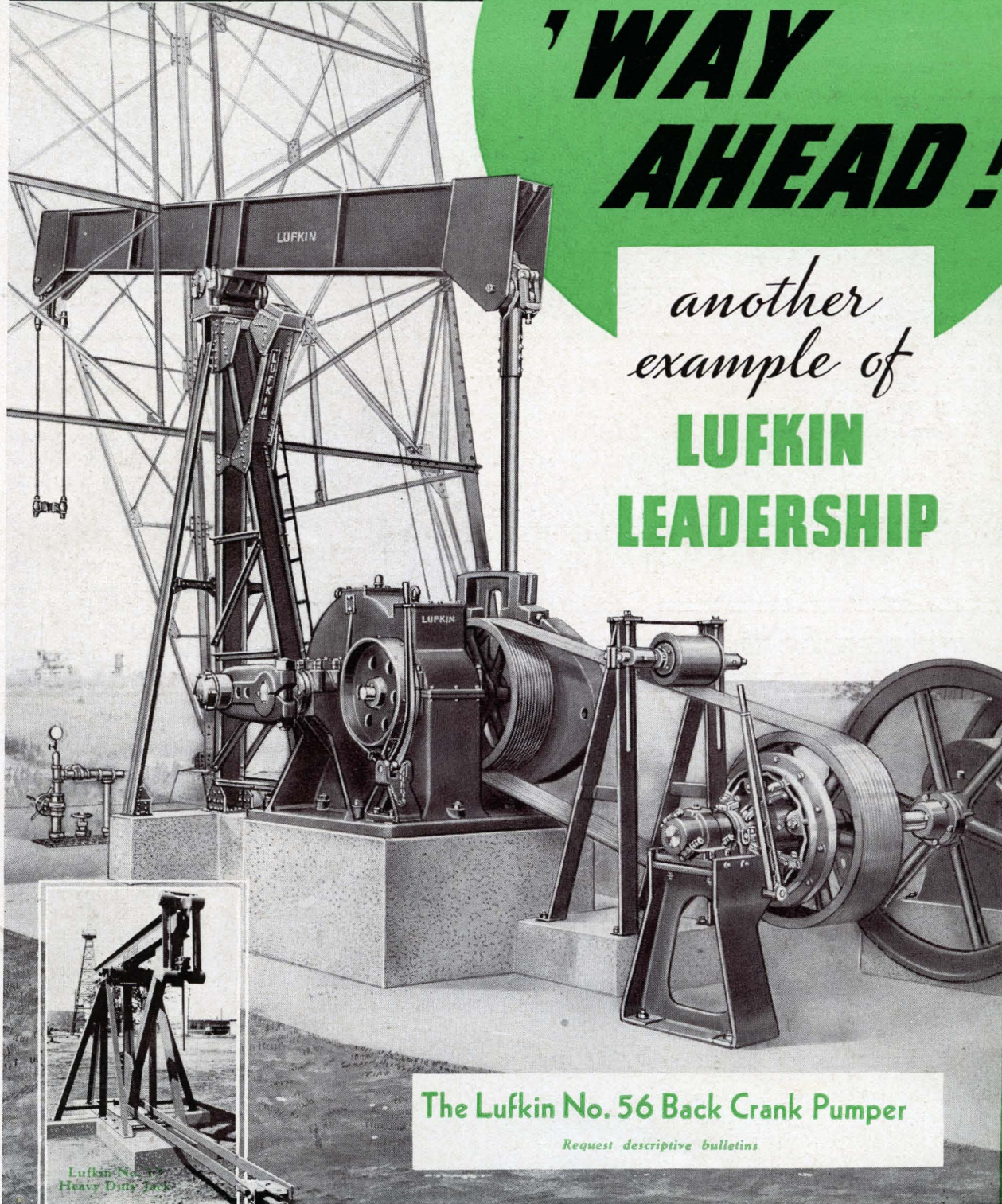
Angus: "Ah, weel, an' what did ye there?"

Donald: "I fillit my fountain pen."



**'WAY
AHEAD!**

*another
example of*
**LUFKIN
LEADERSHIP**



The Lufkin No. 56 Back Crank Pumper

Request descriptive bulletins

LUFKIN FOUNDRY & MACHINE COMPANY

General Offices and Factory, Lufkin, Texas

Branch Offices and Warehouses: HOUSTON, DALLAS, TULSA, LOS ANGELES, NEW YORK, ODESSA, SEMINOLE, BAKERSFIELD, ELDORADO, HENDERSON