



SECOND  
QUARTER

» 1935 «

Vol. XIV • No. 2

# *The Luffkin Line*





# Blue Bonnets OF TEXAS

No sight more beautiful can be found than that of great fields of Texas Blue Bonnets. This wild flower covers Texas in a blanket of velvety blue and attracts visitors from all parts of the country. No photographer has yet been able to catch the real beauty of the Blue Bonnets—only our best artists have been able to put their likeness on canvas.



# California WILD FLOWERS

Native to California are these desert flowers, said to grow some two to three feet high and in from six to eight different colors, attracting a steady caravan in the region of Kern County and throughout the valley. The charming young lady is simply placed in the picture as an added attraction—you just can't beat those Californians—or had you noticed this charming creature?



*An Old East Texas rail fence and graceful pines in Lufkin's city park.*





### Consider Switzerland This Summer » » »

*The Swiss Federal Railroads, to whom we are indebted for this delightful travel story, will gladly plan your vacation trip through Switzerland from their Fifth Avenue, New York Office. This tremendously interesting country with its delightfully refreshing beauty and invigorating climate—should be very appealing to those who would leave the beaten path.*



*Interlaken in the Bernese Oberland, Switzerland, Perennially guarded by the queenly Jungfrau.*

## REFRESHING RAMBLES

THROUGH

# Switzerland

As Related By M. D. WILLIAMS

Electric traction, swift, smooth and efficient, became our means of locomotion at the frontier as we entered Switzerland, and our trip from Vallorbe to Lausanne became a sightseeing feast of rare perfection. Placid villages among flower-strewn pastures, shady forests clinging to hills and mountainsides, then tantalizing glimpses of the blue lake of Geneva and shimmering, snow-crowned peaks.

An air indefinable, an air aristocratic, clings about Lausanne. This historic town on Lake Lemman, where the ancient and modern are so perfectly blended, cherishes its past in dwellings

that seem veritable wood-cuts from old, old books, wooden stairs richly carved, leading from level to level, in allegoric fountains, and an atmosphere of blissful restfulness. Beautiful churches, among which the pure Gothic Cathedral of Notre Dame is an outstanding edifice, enhance the silhouette of the city. Smart shops, a wide range of hotels and a wealth of social and sport attractions, await visitors, and anyone with a bend for things intellectual will quickly discover that

he is in one of the foremost educational centers in Europe.

One of the several excursions which we made from our Lausanne headquarters took us to the fairyland town of Gruyeres, perched on a rocky crest south of Fribourg and east of Lausanne. Gruyeres boasts but one principal thoroughfare, but this, as all beauty lovers declare, would furnish a perfect setting for Grand

*Market affords many charming pictures at Lausanne on the lake of Geneva, Switzerland.—Photo by A. Kern, Lausanne.*



## THE LUFKIN LINE

Vol. XIV, No. 2

SECOND QUARTER, 1935

Published to promote Friendship and Goodwill with its customers and friends and to advance the interest of its products by the Lufkin Foundry and Machine Co.—AL. E. CUDLIPP, Editor.





*This exquisite picture was taken in the vicinity of Montreux on the lake of Geneva, Switzerland. The row of gracefully poised birds, the historic Castle of Chillon on the lake side and the mighty Dent du Midi in the background is truly a combination of unsurpassed beauty. Photo. by Fransioli, Montreux.*

Opera. This wide street has about the length of two of our modern city blocks. It is flanked by a most pleasing type of dwellings and its center is occupied by a stately fountain, which is still the favorite rendezvous of housewives on wash days. Nearby is a huge, oblong stone into which have been hollowed several depressions. Here on market day stands the grain dealer. The hollows are the several measures. The buyer indicates the quantity he desires, the grain is poured into the corresponding holder and drained into his sack or other container by the removal of a plug at the bottom. The main street of Gruyeres is also the scene of fairs, cattle markets and local fetes.

From Lausanne an almost obligatory jaunt took us to Montreux and Chillon, that strikingly located stronghold immortalized by Byron. The Castle has been restored in every detail, and even the iron ring to which Bonivard, its most famous captive, is said to have been fettered, may be seen in the prison, which features seven columns and sixteen Gothic vaults. Montreux boasts such an ideal climate that flowers frequently bloom in gardens while winter sports reign supreme in the mountain resorts nearby.

Interlaken was next on our

program, and we reached the gay tourist metropolis by an electric railway which was especially built to connect the region of Montreux with the Bernese Oberland. Should we ever have enter-



*A glimpse of the University of Lausanne on the lake of Geneva, Switzerland.*

tained doubts as to the existence of houses whose carved counter-parts stand on the shelves of Swiss shops, they would have been dispelled instantly at the sight of the villages dotted along this route. Here we beheld the true chalet type of architecture. Many of these homesteads, hung with vines, and set in the midst of gardens, were deeply tanned by the sun, and carvings of dates, poetic sentiments and scriptural quotations appeared on the housefronts. Scrupulous order prevailed around these houses everywhere and the size of the never missing, neatly stacked-up wood piles is said to somewhat betray the affluence of their respective owners.

The most famous outing from Interlaken is, of course, the trip to the lofty Jungfrauoch, 11,340 feet a/s. It took us just a day and its rewards were altogether spectacular. Here dog-sleigh riding and skiing are the order of the day in mid-summer; excursions over the immense stretches of the Aletsch Glacier are conveniently started from this point, and the summit of the Jungfrau may be climbed, with guides, of course, in three short hours. The highest human settlement in Europe ex-



*At Saanen, a charming village in Bernese Oberland, Switzerland, one enjoys delightful scenes of native life as pictured herewith. The youthful goat herder is in charge of a flock of the famous breed of Saanen goats.*





ists on Jungfrauoch, for here a modern hotel, a post office, a railway station and the High Alpine Scientific Institute Jungfrauoch, where scientists from many lands dwell throughout the year, confront the visitor in midst a paradise of eternal snow and ice.

Native festivals are most picturesque in these Alpine regions, and there is quite a succession of them. The Alpaufzug, or departure of the herdsmen and cattle for the loftily situated pastures, opens the parade of events end of May or beginning of June. While all the bovine participants wear harmoniously tinkling bells, and the leaders even garlands of flowers, the dairymen are attired in their Sunday best. They don immaculate white shirts, fancy waistcoats, elaborate braces, breeches and white stockings, and wreaths of flowers adorn their hats. Behind the herds follow decorated wagons laden with household goods, supplies and dairying utensils, and the women who accompany the men folk to their summer abode are also garbed in cantonal costume.

A so-called mid-summer festival breaks the daily routine. Old neighbors, now scattered over the vast pastoral realm, then get together and Wrestling, Hornussen, Flagswinging and Yodeling con-

tests precede the dancing which terminates the day.

From Interlaken our itinerary took us to Meiringen and the region of the Grimsel Pass, where the Oberhasli Power Works, the most gigantic enterprise of its kind developing 360,000 H.P., had recently been completed. The old Grimsel Hospice had to make way for these improvements and a very attractive new hostelry is perched on an eminence above



*Trout fishing in the Sertig Brook near Davos in the Grisons, Switzerland, is never attended by disappointment.*

the huge dam, which forms an artificial lake of over three miles.

Our drive over the Grimsel in one of the comfortable Federal post-automobiles was a delightful experience, brimful of scenic effects. Quite a thrill was furnished by the swift descent from the summit of the Pass, 7,159 feet a/s, to Gletsch, 5,778 feet a/s. This required but 20 minutes and certainly served as an impressive finale.

At Gletsch, where one can gaze at the lusty infant Rhone issuing from its cradle at the base of the Rhone Glacier, some travelers elect to continue their journey over the Furka Pass through the vally of Urseren to Andermatt by bus, while others board the Furka-Oberalp railway which, also via Andermatt, connects the realms of the Rhone and the Rhine. Andermatt offers exceptional opportunities to travelers interested in geology and mineralogy. The St. Gothard massif, on the south side of the Urseren valley, is composed entirely of primitive rocks, crystallized



*A delightful pastoral scene in the realm of the Royal Alpine trio Eiger, Monch, and Jungfrau, in the Bernese Oberland, Switzerland.*







Left: The electric Rhaetin Railway serving the Canton of the Grisons, Switzerland, is noted for its numerous remarkable technical features. This picture shows the line between Bergun and Preda.



Below: The Landwasser viaduct is one of the many thrilling technical features which distinguish the electric Rhaetin Railway in the Grisons, Switzerland.



slates, etc., whose strata are in the form of a fan opening upward. The southern limits of the sedimentary formations, Nufenen-Bedretto-Piora, are particularly rich in fossils. Here and there are steatite, serpentine and picrolites. At Hospental, an ancient village at the junction of the St. Gothard and Furka highways, they are quarried and utilized commercially. Picrolite and steatite exploitation at Hospental forms the sole industry of the valley. They are used for tiles in electric heaters, for the ovens of the peasantry, for insulators and art objects.

There are some famous mineral deposits in the St. Gothard region. First in importance are the gigantic rock crystals weigh-

ing 12½ tons in all, which were found in the Tiefen glacier in 1868. They were distributed among the mineral collections of the museums. The intrepid men who search for these rare specimens are known as "strahler," but in these modern days their number has been steadily decreasing.

Disentis, the seat of the oldest Benedictine Abbey in the country, is the terminal of the Furka-Oberalp line. From here on, our direct cars were taken care of by the Rhaetian railway which serves the Grisons. This largest

Swiss canton is broken up by some 150 valleys, ever varying in size, traversed by foaming streams, and animated by buoyant waterfalls and limpid mountain lakes. Sombre, fragrant firwoods and velvety pastures cover the slopes and form the transition from the region of the hills to the realm of the snow-crowned Alps, while massive old home-



Lausanne on the Lake of Geneva, enjoys an inspiring outlook on the snow-clad Alps. Photos by A. Kern, Lausanne.





*Two dare-devil climbers on the so-called "Drei Blumen" in the Corviglia region near St. Moritz, Switzerland.*



steads, of a type of architecture quite different to the chalet, suggest a more rigorous climate and a different mode of living.

In this spacious mountain state are dotted some of the most celebrated all-year resorts. St. Moritz, Pontresina, Schuls-Tarasp-Vulpera, Davos, Klosters, Arosa, Disentis and a galaxy of other beauty spots make a definite choice quite perplexing. Some of them are watering places as well, and health-giving springs bubble for instance, at St. Moritz, Schuls-Tarasp-Vulpera, Disentis and Passugg near Chur. Swimming, boating, trout fishing, tennis, golf, hiking and mountaineering invite everywhere, and those who originally came for a mere rest soon find themselves so pepped up by the invigorating climate that they start "doing things" and "going places."

Our sojourn at St. Moritz developed into a perfect "glad adventure" and we enjoyed it at length together with a party of friends. Later we embarked on a sightseeing tour of the Grisons,



*A glimpse of old Aletsch Forest in the Valais, Switzerland, which has recently been set aside as a National Park. This photo shows the border of the forest which adjoins the 15½-mile long Aletsch Glacier.*



but 150 valleys, each and everyone different, cannot be "done" in one single summer. However, we feel confident that some of these unknown treasures will delight us with their refreshing beauty on a future trip, and old friends like Berne, Zurich, Lucerne and Italian speaking Switzerland, which we had to omit this time, will then also captivate us anew with their perennial charm.

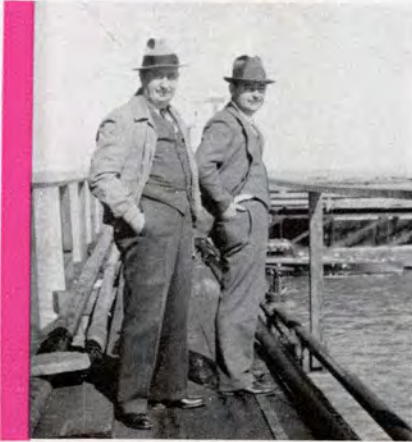


★ **THE COVER**—Welcome home! A peasant woman in the environs of Schuls-Tarasp-Vulpera, noted spas in the Lower Engadine, Switzerland, receives her troop of lambs after a day spent on the lofty pastures.

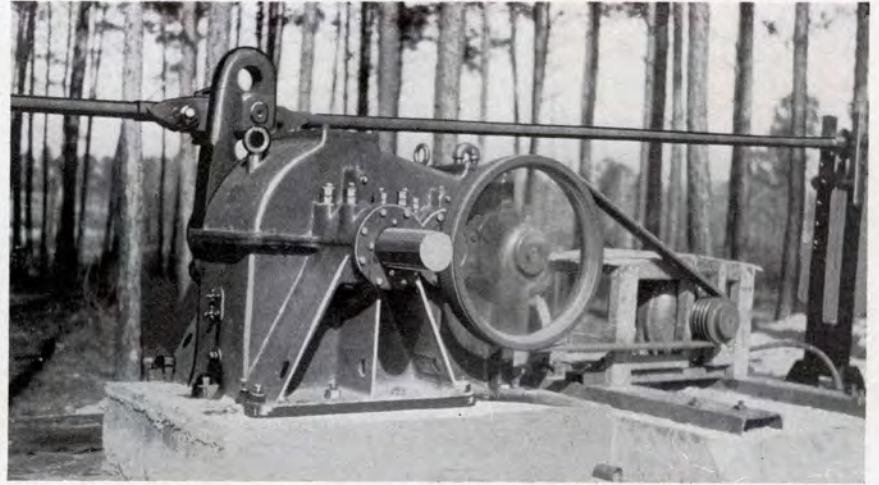
Photos by J. FEUERSTEIN, Schuls-Tarasp-Vulpera.



# The Lufkin Line



Left: Hugh Harris, Humble Oil & Refining Company. Right: G. I. McBride, Texas Co.



Lufkin No. 11 Herringbone Unit with electric motor drive: Berry Asphalt Company, Waterloo, Arkansas. Unit arranged with auxiliary equipment for pumping two wells.

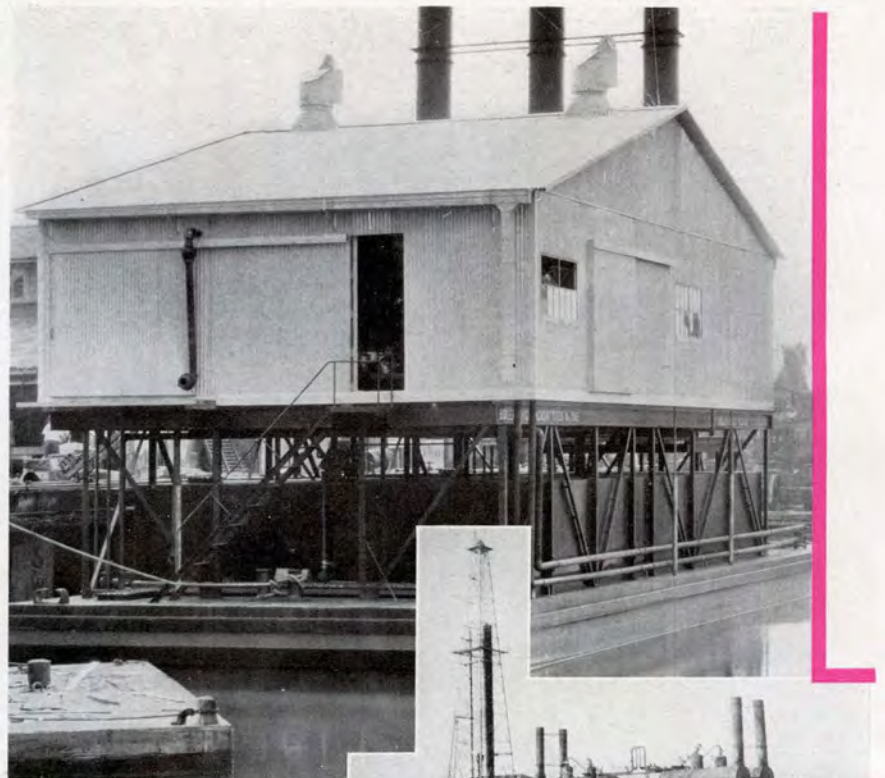
UP THE LADDER: Paramount Studio elects its own "Proteges", and by a vote of 280 Executives, Stars, Writers, Directors, selected, from the bottom up on the "ladder of success"—Grace Bradley, Ann Sheridan, Gertrude Michael, Wendy Barrie, Gail Patrick and Katherine De-Mille, as the six outstanding younger players at the studio. Miss Sheridan hails from the great State of Texas.



L. R. (Scotty) Durwood, Shell Petroleum Corporation; G. I. McBride, Texas Company; Jack Walton, Emsco Company.



Russian Engineers visit Lufkin plant. Left to right: G. N. Berjetz, Chief Engineer Oil Field Equipment Division, Asneft Oil Trust; W. C. Trout, President Lufkin Foundry & Machine Company; S. E. Merenbach, E. M. Technical Interpreter.



Pictures of barges as installed by The Texas Company in South Louisiana. Mr. G. I. McBride is the Engineer in charge.





# With the Lufkin Cameraman

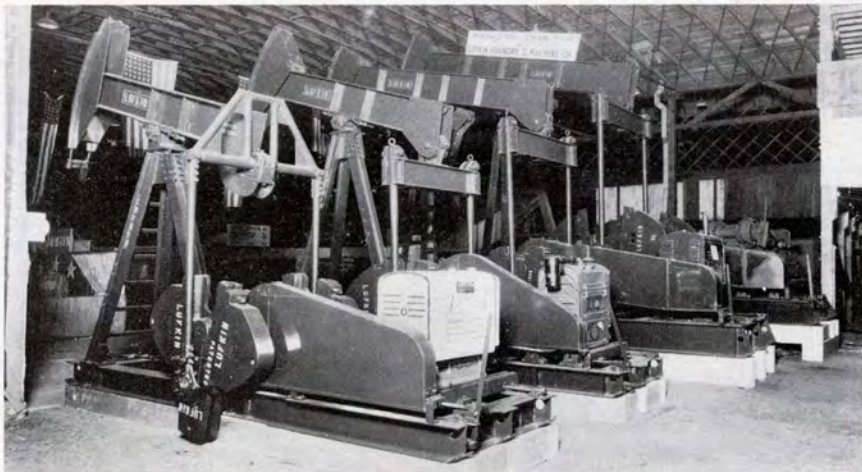
Send in your snapshots of personalities or Lufkin Equipment. We shall be very happy to have them, and should the response justify it, we will probably run a photographic contest with cash awards for the most attractive ones.



INDIAN TERRITORY ILLUMINATING OIL COMPANY — OKLAHOMA STATE NO. 9 Lufkin completely equipped, consisting of: No. T.C. 1A-56 Unit with No. 1028-C walking beam assembly, and three cylinder National Transit 40 H.P. engine. Installation is one of many similar ones in the Oklahoma City field.



Road scene near Lufkin. Attractive and well maintained highways lead in all directions.



Lufkin's exhibit at the Houston Oil Show—four sizes of Twin Crank Units, the largest weighing approximately 37,000 lbs.



Roger N. Smith, Production Superintendent, Berry Asphalt Company, Waterloo, Arkansas.

\* \* \* \* \*  
Lufkin double-reduction gear unit driven by Ford V-8 engine on an East Texas lease. In this instance the unit is placed between two wells and with the aid of back-crank equipment including Lufkin under-slung swing, is doing a creditable job of pumping both wells.







PLANT OF THE LUFKIN FOUNDRY & MACHINE COMPANY  
"QUALITY MACHINERY SINCE 1900"



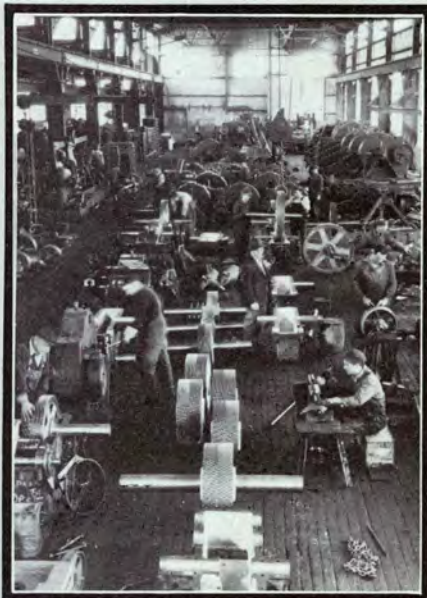
GENERAL VIEW OF MACHINE SHOP  
LOOKING NORTH



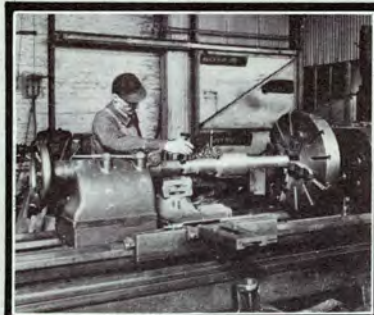
SECTION OF MACHINE SHOP  
NOTE ELECTRIC CRANES



GENERATING LUFKIN SYKES  
HERRINGBONE GEARS



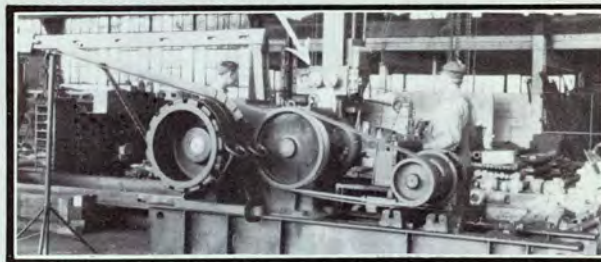
ASSEMBLY FLOOR • NOTE UNITS  
ON CAR READY FOR SHIPMENT



TURNING PINION SHAFTS  
PINION AND SHAFT FORGED INTEGRAL



"LAPPING IN" GEAR AND PINION



UNIT ON TEST BLOCK

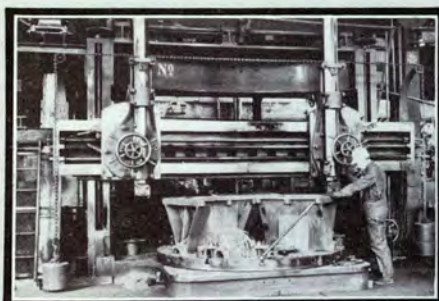
LLUS  
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welcome visitors.  
Modern production  
throughout the plant  
speed production and  
costs and all parts a  
templet to insure int  
Herringbone Gears  
are generated in our  
latest type Sykes-H  
Generator, (the only s  
and are rigidly insp  
Pinion are matched b  
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removal from the ass

**BRIEF FACTS C**  
Lufkin Foundry & Machine C  
The largest foundry and ma  
concern in the

|                               |             |
|-------------------------------|-------------|
| Established . . . . .         | 1900        |
| Capital and Surplus . . . . . | \$1,000,000 |
| Products . . . . .            | Over 100    |
| Trade Territory . . . . .     | U.S.A.      |
| Daily Capacity . . . . .      | 1000        |



MODERN BORING BARS INSURE  
ABSOLUTE BEARING ALIGNMENT



LARGEST BORING MILL SOUTH  
LIMIT 12 FT. DIAMETER



HORIZONTAL DRILLING  
TO JIG AND TEMPLATE



SAMSON PO  
TESTING DERRICK



ADMINISTRATION



# Home of the Lufkin Line



MAIN FLOOR • FOUNDRY DEPARTMENT

ILLUSTRATED in this view of the operations in the manufacture of Lufkin units by a personal inspection, we realize the extent of our facilities. We always use the best type tools and equipment in the plant, electric cranes to move and reduce handling of parts and made to jig and fixture interchangeability. Gears for Lufkin Units are made in our own plant on the Lufkin-Herringbone Gear Machine (only such machine South) and inspected. Gear and shafts are checked by "lapping-in" and thoroughly tested before they reach the assembly floor.

**FACTS CONCERNING**  
Lufkin Machine Company, Lufkin, Texas  
foundry and machinery manufacturing  
in the Southwest.  
... 1900  
... Over \$1,000,000  
... Principally Reduction Gear  
... Units of own patents.  
... International in scope.  
... 100 tons grey iron.



ROUGH CASTING STOCK  
GEAR BOXES



MOULDS FOR GEAR BOX  
CASTINGS



SAND BLASTING CASTINGS



FOUNDRY YARD SHOWING TRAVELING  
CRANE WITH ELECTRIC MAGNET



CRANKS AND GEAR BOXES  
ROUGH STORAGE



PARTIAL VIEW  
ENGINEERING DEPARTMENT



ADMINISTRATION BUILDING



INDIVIDUAL EMPLOYEE LOCKERS



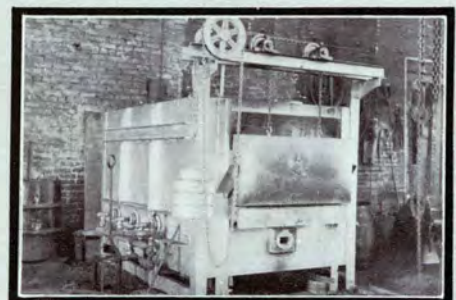
MODERN SANITARY WASH ROOMS  
FOR EMPLOYEES



BLUE PRINT AND  
PHOTOSTAT DIVISION



OIL POST STOCK  
AND AERICK IN BACKGROUND



ONE OF A BATTERY OF  
HEAT TREATING FURNACES



TURNING FORGED STEEL SHAFTS



ARC WELDING OF BED PLATE





PARTIAL GROUP OF EMPLOYEES—LUFKIN FOUNDRY & MACHINE COMPANY, MARCH 24, 1935

# “Lufkin” OBSERVES THIRTY-FIFTH ANNIVERSARY with “OPEN-HOUSE”

Observing the thirty-fifth anniversary of the founding of the Lufkin Foundry & Machine Company, the Officers and Directors opened its plant and properties for the inspection of the public and set aside one day especially for the visitation of the employees families. During the three-day “Open-house” more than two thousand men, women and children visited and inspected the plant and were served refreshments as guests of the management. One feature of the visitation was a photograph display depicting early days in the life of this plant, some photographs dating back some twenty-five years and more, when the “plant” at that time consisted of only a few frame buildings and a limited number of tools. Since that time it has enjoyed a continuous growth until the present plant now covers many thousands of square feet of floor space, commodious machine shops, boiler and forge departments, arc-welding departments and a grey iron foundry, the largest capacity in the Southwest. Modern and efficient tools are employed in the manufacture of its equipment, and the steel

buildings that have long ago replaced the first wooden structures are modern and of the latest in design with ample light and ventilation. Modern electric cranes and other latest types of handling devices add greatly to the efficient handling of heavy equipment manufactured in this plant.

C. M. Hammond, writing some time ago in the Texas Weekly, Dallas, on the growth and progress of the Lufkin Foundry & Machine Company, said in part:

“Although the Lufkin Foundry & Machine Company was organized in 1900, its marvelous growth, from a small machine shop to the largest thing of its kind in the Southwest, really dates from the year 1905. It was in that year that W. C. Trout, now President of the Company, took



Miss Elizabeth Harrison, Secretary to A. V. Simanson, New York Export Office of the Lufkin Foundry & Machine Company.



\* \* \* \* \*  
 One of the attendants explaining the Sykes-Herringbone Gear Cutter and its operation, to a visitor.



charge of the plant as superintendent, and the story of the growth of the business is the story of Mr. Trout.

"His rare inventive genius coupled with extraordinary sales and business ability are in the main responsible for the great success of the company, and his keen foresight has enabled him to plot the course of the business through the years with sound and excellent judgment. Instead of going down with the decline of the industry which it was built originally to serve, as so many businesses have done, the Lufkin company has been able to change with the times and go forward to bigger and better years in its annual business."

For twenty-two years the Lufkin Foundry catered exclusively to the sawmill industry of the Southern States. Some of the largest sawmills in the Southwest are products of this plant. With the vanishing timber sup-



Employees having served from 25 to 30 years without interruption. Upper left hand: W. C. Trout, President, Lufkin Foundry & Machine Company, active as executive head of the Lufkin Foundry & Machine Company for 30 years.



The old "crap shooters" huddle. Familiar scene at the barbecue.

ply, it was found necessary to direct the energy, activity and experience of its large organization to that of more productive fields. With this idea in mind attention was directed to oil and there soon followed in the order named the manufacture of refinery fittings, engines and rotary drilling rigs and finally the manufacture of reduction gear units for oil well pumping. The entry into the Oil Well pumping business was

★ ★ ★ ★ ★  
 made eleven years ago and there soon followed other improvements in the methods of lifting oil—the Trout rotary counterbalance and other devices well-known to the oil industry. Since the advent of the Lufkin Unit these rigs may be found in every principal oil field of the world where pumping equipment has been used.

Offices and warehouses are maintained in all principal oil centers, with the executive offices and factory at Lufkin, Texas. The Company was established in Lufkin in 1900. Its capital and surplus is over \$1,000,000, its annual business in excess of \$2,500,000, with a daily capacity of 100 tons of grey iron. Its employees number some three hundred, most of whom have been with the company for twenty to thirty years, and in the majority of cases own their own homes. Labor trouble is unknown and an intense feeling of loyalty and pride is easily apparent to the visitors. This spirit of loyalty reached its height at the end of the "Open-house" celebration by the giving of a testimonial barbecue by the employees in honor of W. C. Trout, who at this time is entering upon his thirty-first year as the directing head of this East Texas institution.

Partial view of barbecue given by plant employees, honoring W. C. Trout, President.







Atlantic Oil Producing Company, Rolf No. 3, Lorraine, Kansas, Lufkin No. TC 2-26 Unit with YT 381 Buda engine.

At left—Atlantic Oil Producing Company, Gates Lease, Great Bend, Kansas, Lufkin No. TC 3-18 Unit and auxiliary equipment.

John A. Rowe has been appointed purchasing agent for the Humble Oil & Refining Company. He succeeds J. M. Sitler, who returns to New York from whence he came six years ago.

Mr. Rowe has been associated with the Humble purchasing department for the past sixteen years and his broad experience fits him admirably for his new position. Sales depart-



JOHN A. ROWE

ment people will remember him as a very active chairman of the Booster Club committee two years ago.

Mr. Sitler takes with him to his new duties the good wishes of the entire Humble organization.



Associated Oil Company, Ventura, California. Lufkin TC 2-41 Unit with Lufkin auxiliary equipment. Note mountain in background. This installation is situated on the side of the mountain to which a special road was built.







*The Columbia passing the Statue of Liberty on her maiden voyage under the American flag. Blue skies and brilliant sunshine attended the inauguration of the new cruise service to Nassau, Miami and Havana.*

## Columbia

A 39,935-ton liner became part of the American Merchant Marine on January 26, when the raising of the Stars and Stripes on the Panama Pacific liner *Columbia* marked her newly acquired American citizenship.

Exactly three weeks later, in a new coat of silver gray paint and fresh from the hands of the interior decorators, she sailed on her maiden trip under the American flag with a full list of cruise passengers on a voyage to Nassau, Miami and Havana. Several thousand Americans were on hand to speed her on her way as she warped out of her Hudson River pier.

The exercises which celebrated the induction of the big cruise liner into the great passenger fleet of the International Mercantile Marine Company took place on the after deck of the liner at her New York pier at noon of a bitter winter day whose temperature contrasted sharply with the balmy climate of the ports towards which the ship now lays her course on her cruises to Nassau, Miami and Havana.

### LATEST ADDITION TO PANAMA PACIFIC FLEET ON INITIAL VOYAGE AS PREMIER AMERICAN CRUISE LINER



Before an audience of close to a thousand invited guests gathered on the upper decks and both levels of Pier 59, Admiral William D. Leahy, U.S.N., who presided at the ceremonies, welcomed the big liner into American service and Miss Eleanor Roosevelt, daughter of Assistant Secretary of the Navy Henry L. Roosevelt, raised the Stars and Stripes at the stern as the 16th Infantry band from Fort Jay played the national anthem and a navy band followed with "Hail Columbia" and "The Stars and Stripes Forever."

As the American flag reached the top of the flag pole and was made fast by the ship's attractive young sponsor, every craft in the ice-jammed river broke into a hoarse but hearty salute to the new American vessel and for a full minute produced a New Year's Eve din that drowned out every other sound, even

the stirring music of the bands.

As soon as the Stars and Stripes had been raised the famous blue spread-eagle house flag of the Panama Pacific Line was broken out on the main mast and the name pennant on the foremast halyard. Simultaneously tarpaulins at bow and stern were removed, revealing the vessel's new name in gold letters against the silver gray hull of the ship.

P. A. S. Franklin, president of the International Mercantile Marine Company, owner of the Panama Pacific Line, in a brief opening address said:

"This is simply to say, glad to see you all aboard, and to extend to you all our very heartiest welcome, particularly to Admiral Leahy who will preside over the ceremonies today, and to Miss Eleanor Roosevelt who will raise the American flag on this good steamer."



# Holiday Cruising on the S. S.

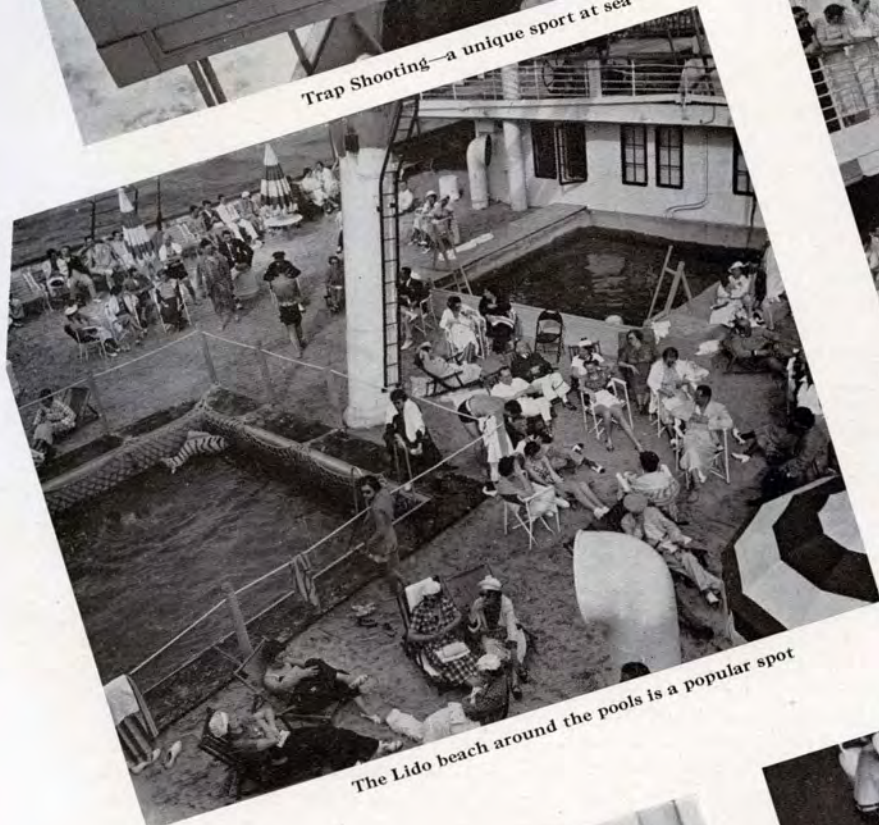
Four camera pictures of  
fun outdoors



Trap Shooting—a unique sport at sea



Water sports draw a gallery every day



The Lido beach around the pools is a popular spot



Swimmers and sun-bathers have tea on the beach



"All Ashore" at Nassau where it's always June



# American Style Columbia

Four rooms that foster  
good fellowship



The Club Nikko runs to capacity from nine p.m. until never mind when, for those who want to dance and sup



The Crow's Nest, a nautical little cafe on the Lido beach—wet bathing suits aren't barred



The American Bar, ultra smart in white pigskin set off with orange, blue and black, is a favorite both day and night



Outside the American Bar—a seagoing version of the sidewalk cafe



**Antiques »**  
**GUARANTEED**  
 "Be not affronted at a joke. If one throw salt at thee, thou wilt receive no harm, unless thou art raw."—Junius.

**THE GUY WHO'S STUBBED HIS TOE**

Did you ever meet a youngster who had been and stubbed his toe, An' was settin' by the roadside, just a-cryin' soft and low, A-holdin' of his dusty foot, so hard and brown and bare, Tryin' to keep from out his eyes the tears a-gatherin' there? You hear him sort o' sobbin' like, an' snifflin' in his nose; You stop an' pat him on the head an' try to ease his woes, You treat him sort o' kind like, an' the first thing that you know, He's up and off a-smilin', clean forgot he'd stubbed his toe.

Now, 'long the road o' life you'll find a fellow goin' slow, An' like as not he's some poor cuss who's been and stubbed his toe; He was makin' swimmin' headway till he bumped into a stone; An' his friends kept hurryin' onward, an' left him there alone; He's not sobbin', he's not snifflin', he's just too old for cries, But he's grievin' just as earnest, if it only comes in sighs. An' it does a lot of good sometimes to go a little slow, An' speak a word of comfort to the guy who's stubbed his toe.

You know you're not so sure yourself, an' there ain't no way to know Just when it's a-comin' your time to slip and stub your toe; Today you're bright an' happy in the world's sunlight and glow, An' tomorrow you're a-freezin' and a-trudgin' through the snow. The time you think you've got the world the tightest in your grip; Is the very time you'll find that you're the likeliest to slip. So it does a lot of good sometimes to go a little slow, An' speak a word of comfort to the guy who's stubbed his toe.

**JUSTICE?**

I am feeling sad and lonely While reflecting on the past. It ain't about the roses That have withered in the blast. It ain't about the summer skies; Nor the blossoms that have fell, But I am thinking, sadly thinking, Of the folks that's gone to hell.

And even more depressing Are the thoughts that now arise, And tears of hot resentment Come unbidden to my eyes; And with each haunting recollection More bitter grows my woe, I am thinking, sadly thinking Of the folks that ought to go.  
 —Cy Warman.

From "Hutch" of the Standard of Louisiana, Waterloo, Ark., comes the following:

Lady customer entering department store; met by recently acquired highschool girl clerk:

Customer: Have you a depilatory?  
 Girl Clerk, stepping nearer, lowering voice: There is one in the back but it is out of order and really it is only used by the men."

"Say, what's the idea of slapping me? You backed into the edge of the table!"

**RIGHT FAST, NOW!**

A skunk sat on a stump. The skunk think the stump stunk and the stump think the skunk stunk.

Nature is a wonderful thing! A million years ago she didn't know we were going to wear spectacles, yet look at the way she placed our ears.

Angry Wife: Now that I have a frigidaire—see what you can do about a mechanical stenographer.

**SEE OR SEA**

The wife of a man who had enlisted in the navy handed the pastor of a church the following note:

"Peter Bowers having gone to sea, his wife desires the prayers of the congregation for his safety."

The minister glanced over it hurriedly and announced:

Peter Bowers having gone to see his wife desires the prayers of the congregation for his safety."

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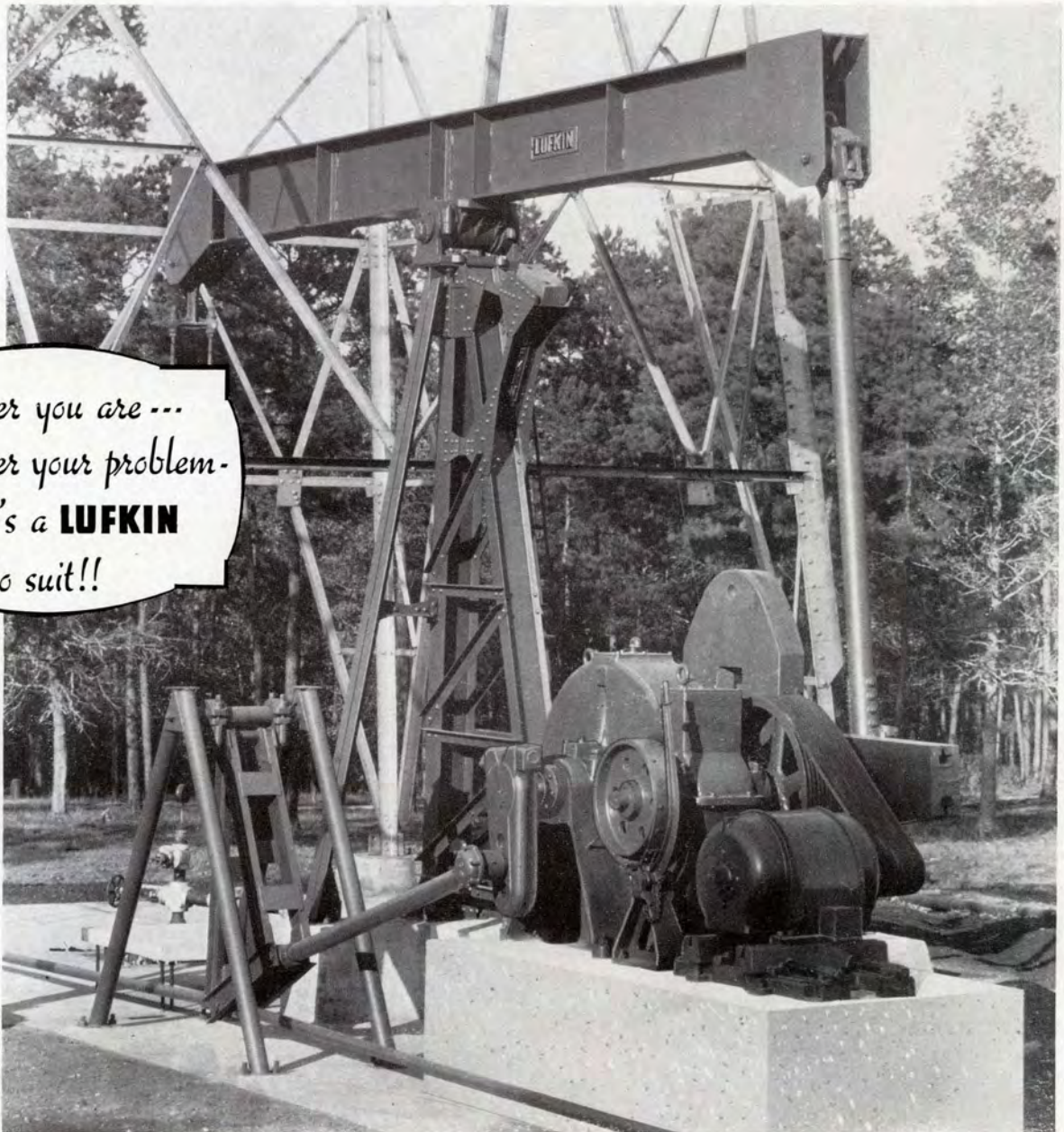
Groom: That's hardly fair.

"Strong, well-built men make amiable husbands," states a writer. So do strong, well-built women.



This modern settlement on Jungfrauoch in the Bernese Oberland, Switzerland, 11,340 feet a/s, is reached from Interlaken within three hours via mountain railways. To the left rises the hotel Berghaus and to the extreme right the High Alpine Scientific Institute Jungfrauoch in which the Rockefeller foundation in New York is taking an active interest.





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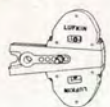
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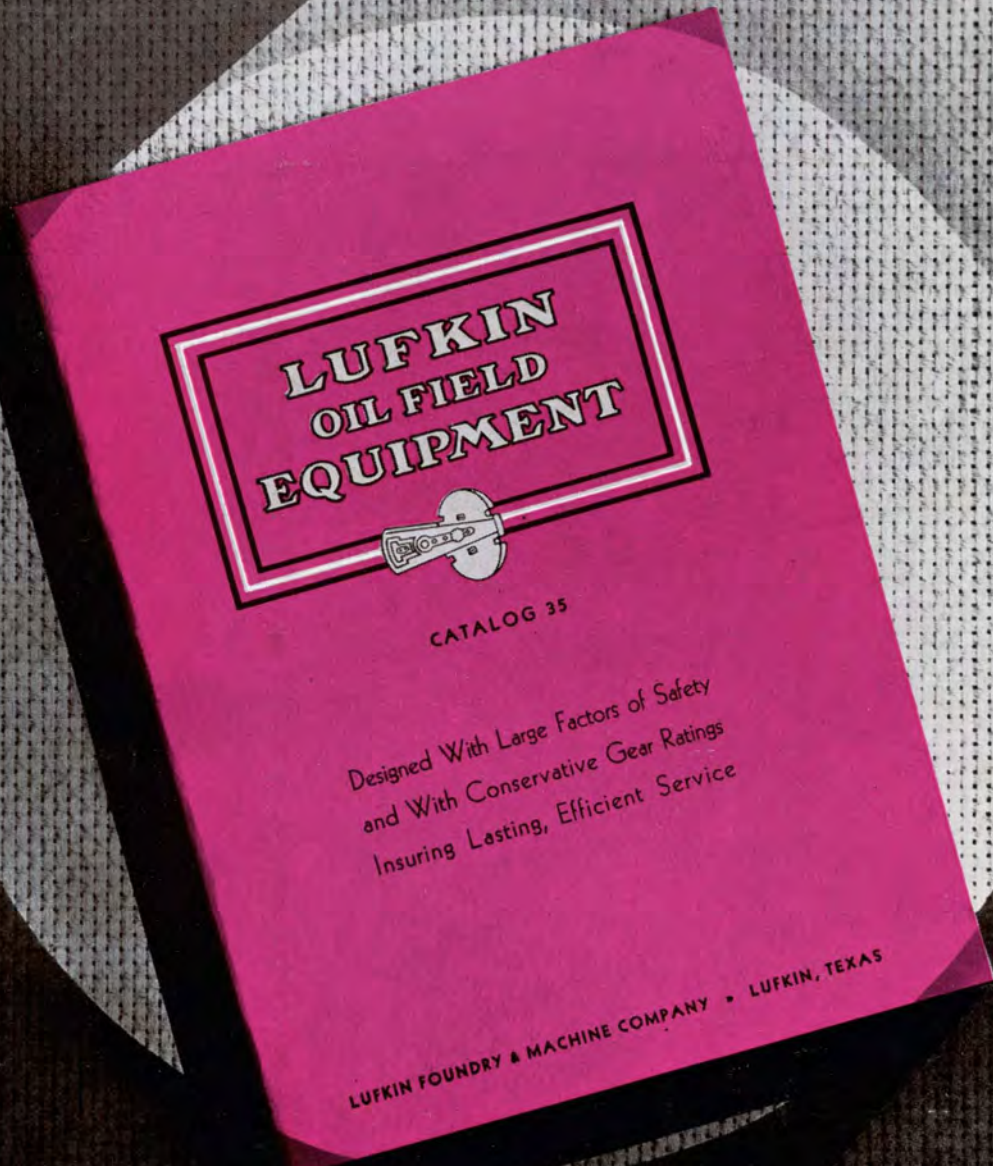
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