



THE LUFKIN DAILY NEWS



LUFKIN, TEXAS

HOME OF THE WORLD'S FIRST PINE PULP NEWSPRINT MILL

PART E

Beaumont Growth Linked With Port And Oil Industry

A century ago a band of hardy pioneers laid out a little town on the west banks of the Neches river in deep southeast Texas. This was the community destined to become the prosperous, growing city of Beaumont.

The 102 years that have passed since the founding of Beaumont have seen numerous changes in this community. For three-score years it was Beaumont, the little lumber community. At the turn of the century the 3,296 inhabitants of the community were largely dependent on lumber for their existence.

Then came the discovery of the Lucas Gusher on Spindle Top, almost within the southern city limits of Beaumont. Black gold gushed from holes that soon dotted the ground.

The little lumber community became the oil capital of the south. The gigantic oil industry that has brought lasting prosperity to Texas and to other sections of the nation was given its chief impetus.

New citizens poured into Beaumont and by 1910 the United States census showed that the now growing oil city had a population of 20,640. The 1938 population, based on estimates from the city census taken by the Morrison and Fourny Directory Co., was 70,000.

While lumber and oil were the early attractions that brought new capital into Beaumont, there was still another phase of the city's progress that was not escaping attention. This was Beaumont's importance as the port of the Great East Texas.

In the lumbering days rafts of the great pine logs were floated down the Neches river to the mills in this section. In the early days of Beaumont shallow bottom boats came up the Neches to this city to take on cargoes of timber.

When the talk of deep water began to be heard, Beaumont was no exception to the rule. Less than three decades ago the citizenship of Beaumont was clamoring for a deep water channel to the Gulf of Mexico. Beaumont was joined in this fight by East Texans who realized that the city's physical location and general interests made it essentially the port of East Texas.

Foreseeing the day when the greatest ocean-going freighters would make this inland city on the Neches river a port of call the slogan "Thirty Feet to the Gulf" was sounded, and followed through to the completion of the Sabine-Neches waterway.

Today, but 23 years after the Port of Beaumont was first opened with a 25-foot channel, 250 feet in width from the open gulf.

Only recently the East Texas chamber of commerce held its foreign trade forum in Beaumont, in which the importance of East Texas and the Port of Beaumont in the Latin-American trade picture was stressed.

Along with oil and commerce came industry. Great refineries, shipyards, foundries, rice mills—all of these were necessities in the forward progress of Beaumont and its trade area.

Thus, today, Beaumont presents a well-rounded picture of a modern and progressive city. Few cities possess the natural advantages and the resources that Beaumont does. The result has been leadership in commerce, in industry, in business and in agriculture.

In keeping with Beaumont's position, the citizenship is planning a program of even greater endeavor during 1940. A program of activities has been mapped out that provides not just one or two items, but a collective program of endeavor aimed at continuing the same well-balanced program that has brought Beaumont from the little lumber community to the thriving city it is today.

New industries in keeping with resources and raw materials are to be sought and are anticipated; increased trade for the Port of Beaumont, especially with a view toward greater imports and exports with Latin-American nations; an ever-widening of the Beaumont trade territory built on a solid foundation of friendly relations and reciprocal service with Beaumont's neighbors; and the full utilization of every resource the city has.

The citizenship of Beaumont is not setting a definite limit on its

See PORT Page 4

Harbor Logical Point For Shipments from Lufkin Area

A glance at the map will show that the Port of Beaumont is the logical deep water outlet for Lufkin. It is closer by rail or highway than any other port, and offers unexcelled port facilities and frequent sailings of regularly scheduled fast freighters to the eastern seaboard, all inland waterways, and foreign ports.

The Port of Beaumont is municipally owned, and is operated by the Port Commission of the City of Beaumont.

The port is on the Neches Ship Channel, which has a minimum depth of 34 feet—deep enough to accommodate the largest coastwise and foreign freight steamers.

Port facilities include over half a mile of steamship and barge

Data Ready To Give Industry Is New Service

Industries which are interested in the advantages offered by the Beaumont industrial district will find that ready co-operation and reliable information are available through the Beaumont Industrial Bureau.

This bureau, sponsored by the city of Beaumont, the chamber of commerce, the Beaumont forward movement and public-spirited firms and individuals, was organized for the purpose of bringing to interested industrial executives the economic advantages of the Beaumont industrial district and the Sabine-Neches industrial district.

The affairs of the Beaumont industrial bureau are managed by a board of representative business men, with Walter M. Gae as chairman. William G. Powell, an industrial engineer of many years' experience, is executive director in charge of research work.

Industrial executives find that the specialized surveys which are prepared by the Beaumont industrial bureau are a radical departure from the usual form of survey in that each is designed particularly for the industry to which it is sent. Every effort is made to present all of the facts regarding raw materials, fuels, water supply, labor conditions and available plant sites needed for the industry covered by the survey and to eliminate all superfluous matters not of a direct interest.

All matters are treated in strictest confidence, and this combination of reliable economic information and confidential service is appreciated by all business executives.

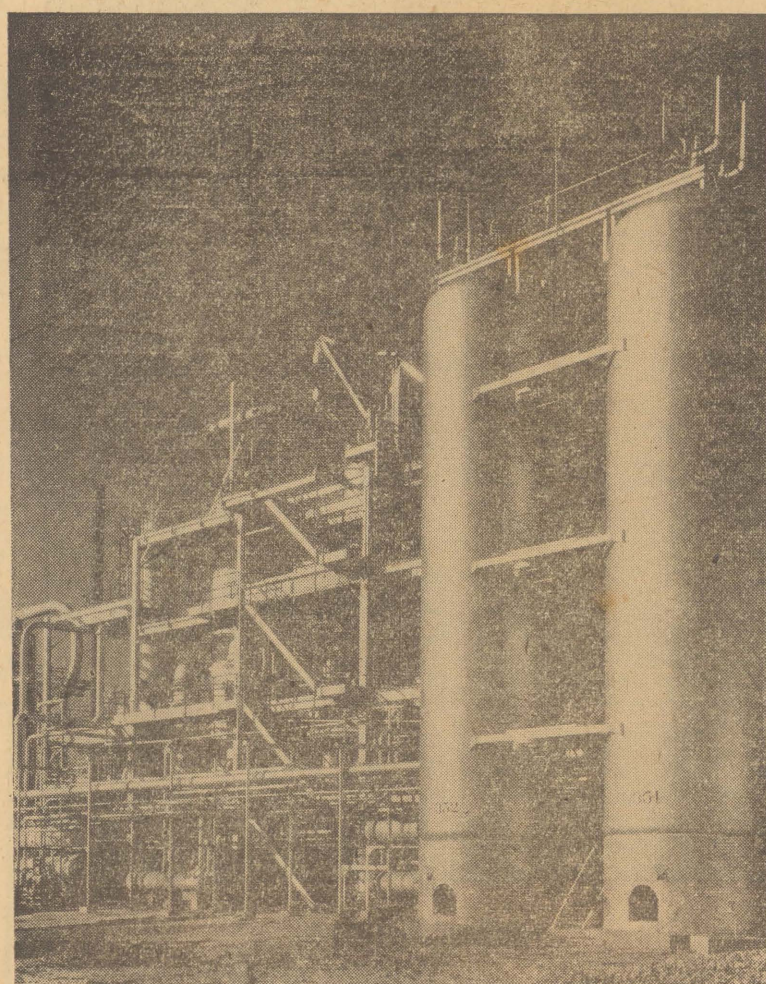
GAS TAXES TOTAL OVER 51 MILLION

A statement released in December by E. J. Amey, administrative assistant of the Texas highway department, shows that the gasoline taxes collected by the state comptroller in the fiscal year ending Aug. 31, 1939, amounted to \$51,574,914, representing 1,289,372,862 gallons of gasoline taxed at four cents per gallon.

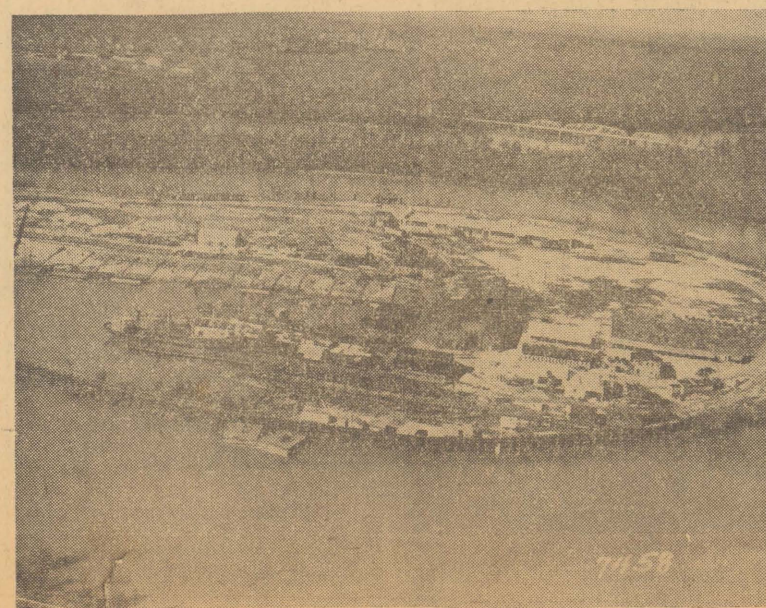
Mr. Amey remarks that this is a lot of money and the average citizen wonders why with such a huge sum available a particular road or bridge is not built by the highway department. "Most people do not realize that the department does not get all of the gasoline tax money," Mr. Amey said. "The available school fund and the county and road district indebtedness fund each receive the proceeds of one cent tax. The highway fund receives the proceeds of two cents tax."

The first substantial basis for a comparison of agricultural extent and values is the 1850 census. Then the number of farms was 1,449,073 as compared with 6,812,350 in 1935. Farm acreage in 1850 was 293,560,614, while in 1935 it was 1,054,515,111. The total value of farms in 1850 was \$3,271,575,428, while in 1935 the value was \$32,858,844,012. The value of land and buildings per acre in 1850 was \$11.14 and in 1935 it was \$31.16.

See HARBOR Page 4



Modern Oil Refinery



Air View of Pennsylvania Shipyards



City Hall and Municipal Auditorium

New White House Home Shows Faith

Interest of persons throughout this area centers in the announcement made recently that the White House Dry Goods company plans the erection of one of the most modern homes in this section of Texas. Costing approximately \$375,000, the building will be erected at Orleans and Forsythe streets in Beaumont, on a site acquired some years ago by the White House interests.

Actual work on the structure will begin on or about November 1, and the building will be ready for occupancy in 10 months.

Approximately 66,000 square feet of floor space will be supplied in the new building.

Merchandising engineers have been on the job planning the new building for the past two years, and their completed plans provide a store ranking as the most efficient in the south.

The whole store will be air-conditioned by a system designed to supply the right amount of fresh air at all times. Each floor air-conditioning will be regulated to suit the exact need, so that the sales crowds and other situations will be met promptly and adequately.

A 20-foot double lane driveway will be arranged at the back of the building.

Columns, beams and floors of the structure will be of reinforced concrete.

Terrazzo will cover the first floor, asphalt tile the second and carpet the third.

The building will be completely fireproof. Provisions will be made for the addition of a fourth floor as the demand arises.

A soda fountain will be arranged

See WHITE HOUSE Page 4



Jefferson County Courthouse



Goods in Shipline Warehouse



United States Post Office

District Has Large Natural Gas Reserves

Of the many advantages possessed by the Beaumont Industrial District, none is more important than that of an almost inexhaustible supply of cheap fuel.

Anyone knowing the city's importance as a petroleum refining center would naturally assume that fuel oil would be the most economic industrial fuel in the Beaumont area, but such is not the case.

Natural gas, due to the immense reserves in the Beaumont Industrial District adjacent to Beaumont, is the cheapest fuel, and is used by practically every industry in the Beaumont area.

As an industrial fuel, natural gas is ideal. It requires no storage space, as do coal, wood and fuel oil. It requires no heavy investment, for stocks are unnecessary; it is brought in by pipe lines, used only as needed, and only the amount actually consumed must be paid for. It is clean and efficient, and offers many economies in addition to being the cheapest fuel per unit of heat.

Natural gas is available to industries in the Beaumont Industrial District at rates which are probably lower than are possible anywhere else in the United States.

Two natural gas public utilities—the Beaumont Natural Gas Co. and the United Gas Corporation—serve Beaumont and the Beaumont Industrial District. Each of these control tremendous natural gas reserves, and each has pipe lines installed for immediate connection to new users.

In the year 1937 the world produced 35,000,000 bales of cotton. Of that total, 18,000,000 bales, which is more than half the total, grew in the United States.

Gulf City Provides Port Of Entry Into Texas for Ship Lines

With the increased facilities placed in operation in 1939, the Port of Beaumont has assumed a dominating position as the port of entry into Texas of goods from the Atlantic and Pacific coasts. This has been done without sacrificing its standing as one of the leading lumber, rice and oil ports of the nation.

A huge warehouse, completed only a month ago, has been turned over to the A. H. Bull Steamship Co. for the concentration of cargo for its thrice monthly service to and from the Atlantic coast. This step makes possible more efficient service on the part of the steamship line and affords careful

Beaumont Has Three Great Industries

The pulp and paper industry is not the only industry which has become interested in the south as a field for expansion.

Cotton mills, rayon manufacturers and chemical plants represent three great industries which have already blazed the way. They have found that the south has much to offer, the principal attractions being cheap power and fuel, essential raw materials, a plentiful supply of American born labor, climate which permits year-round operations, an abundance of good water, and cheap industrial sites.

In commenting on these factors, Mr. William G. Powell, executive director of the Beaumont Industrial Bureau, said:

"Some or all of these advantages are possessed by nearly every city in Texas, which accounts for the industrial expansion which this state is now experiencing, and which will become increasingly in evidence."

"Some localities have particular advantages, peculiar to their particular location, and these places will attract those industries which find such special advantages desirable or essential."

"The Beaumont Industrial District possesses many additional advantages, and this fortuitous combination results in a situation which proves ideal for many different types of industry."

Mr. Powell then explained that among these particular advantages was Beaumont's location as a port. With a minimum channel depth of 34 feet, the port of Beaumont offers all of the advantages of a deep sea harbor, yet it is sufficiently far inland to be storm proof. The facilities of a port are of inestimable value to any industry manufacturing or processing heavy goods, or which seeks foreign markets.

Another great advantage, Mr. Powell pointed out, was Beaumont's location with reference to certain raw materials. Wood for pulping or other processing is available in enormous quantities from the great East Texas forest region to the east, west and north, providing a raw material supply which is already being investigated by representatives of the paper and rayon industries.

The waters of Sabine lake and other locations in the area contain vast deposits of shell which can be used in the manufacture of Portland cement.

The immense reserves of salt in the salt domes within a score of miles from Beaumont are destined to attract the chemical industry, according to Mr. Powell. These deposits have an added value on account of the plentiful supply of surface water of a high standard of purity which is available for processing.

A Cattle Center
Cattle are raised extensively in Jefferson and adjoining counties, and the Beaumont Industrial District will eventually attract the packing industry. There are nearly 100,000 head of cattle in Jefferson county, while adjacent counties also have large numbers.

The glass industry, according to Mr. Powell, is another which will find the Beaumont Industrial District an economic location. Within a few miles of Beaumont are enormous deposits of glass sand, some of it of the highest quality.

See INDUSTRY Page 4

out speedy handling of the large volume of cargo which is discharged and lifted at this port with the arrival of each vessel of this line.

Beaumont's rail connections and the favorable rate setup which is being worked out for through routes and joint rates with the Bull line make Beaumont the most advantageous port through which to reach a large section of the Texas and southwest territory which annually consumes thousands of tons of Atlantic seaboard products.

On outbound movements Beaumont excels in service to the Atlantic coast because of the steady flow of rice, other grain products, salt and many other commodities which makes possible a frequency of service not offered by other ports to the range of Atlantic ports served at the present time from Beaumont.

Serves The World
There are many other services from the Port of Beaumont, serving the world on a regular schedule of sailings.

Lykes Brothers maintain a bi-weekly West Indies service and a Havana-South America service.

The same company serves United Kingdom and the continent of Europe on a regular schedule which is being maintained as far as possible, consistent with the exigencies of war.

The Gulf Pacific lines offer regular Pacific coast service through this port, which also handles a large volume of both inbound and outbound cargo.

In the improvement program just completed, which included the new warehouse and a new barge terminal, the railroad trackage of the port was overhauled to give quicker switching service to all of the port's eight shipside warehouses and several cotton storage warehouses on the port property. Double trackage along the front of each warehouse allows maximum efficiency in car-to-ship movements with no delays for switching. Dispatch on one ship is seldom interrupted to allow switching to another.

The storage and service tracks are able to take care of a volume of traffic heavier than the port is now handling and the specter of a "clogged" yard is not a problem in Beaumont.

Fire Protection
Taking advantage of the general construction program, port authorities also improved the port's fire protection facilities by the laying of additional water mains and construction of additional hose houses at points from which the entire port property can be protected.

Entirely under fence, the port property is under day and night patrol by trained officers and is free from danger of subversive activities of any kind.

The labor situation, particularly with reference to the longshoremen, is ideal, a new agreement, practically a continuation of the one reached several years ago, has just been put into effect. A practical plan for the division of work between the several local unions operating in Beaumont has been devised and records kept recently show that disputes compares very favorably with that obtained in any port in the country.

In addition to the modern gear used by local stevedores, the port maintains and rents on a reasonable basis two revolving cranes equipped with hooks, clamshells or magnets for the handling of cargoes best suited to this treatment. Thus saving the shipper considerable cost which might accrue through attempts to handle his cargo with gear not suited to the task.

In management the port of

See BEAUMONT Page 5

Balanced Industries Provide Steady Growth In Beaumont

The industrial growth of Beaumont from a sawmill town to its present position as the business center of southeast Texas is an epic in the history of Texas expansion.

In 1900, the population of Beaumont was only 3,296, consisting mainly of those dependent on its lumber industries. By 1910 the population had reached 9,427, but lumber was still the mainstay of its inhabitants.

Then, in 1901, the Lucas gusher, with an initial flow of 75,000 barrels daily, was brought in the Spindletop field, right in the edge of Beaumont, and the greatest oil development of the gulf coast area was begun.

Thousands flocked to Beaumont,

See GROWTH Page 2



Beaumont High School

LYKES TO START HAVANA SERVICE

With the inauguration of their weekly service to Havana late this month, Lykes Brothers Steamship company also will establish passenger service to that port.

Vessels for this service have accommodations for a limited number of passengers, and attractive rates have been fixed for either

one-way or round-trip voyages.

The service will be started with the sailing of the steamer Chester Valley from Houston Jan. 27. She will then call at Galveston and Lake Charles, sailing from the latter port direct to Havana.

The world produces around 5,000,000,000 pounds of coffee every year. Of this amount the United States consumed 1,700,000,000 pounds, which is 34 per cent.

Beaumont Area Among Nation's 'White Spots'

Highest Wages In South Paid Industrial Workers In Deep Section Of East Texas

Throughout 1939 Beaumont and Jefferson county were consistently listed among the nation's "white spots." During periods when other sections of the United States were experiencing business let-downs, economic surveys revealed Beaumont as having increased business.

During October the city and its immediate area were third among like areas in the nation in increase of business over 1938, while this favorable condition continued through to the end of the year.

The basis for Beaumont's favorable economic position is provided in governmental and private surveys of wages and retail sales during 1938 and 1939.

Only two cities in the entire state showed a greater per capita retail sales in 1938 than did Beaumont. These were Austin with its state offices and university students, which had a per capita retail sales of \$672, and Dallas, with its North Texas trade area to draw from, and which had a per capita sales of \$530.

In Beaumont the per capita sales were \$455, with a total of \$26,249,000 during the year. Unofficial figures place 1939 retail sales at approximately 3.5 per cent higher than during 1938, so it is certain that per capita sales will reflect a much higher figure and possibly lift this city to the top.

High Sales And Incomes
The high per capita sales come from the high per capita income in Beaumont and Jefferson county. During 1937, last available figures, Jefferson county had the highest average industrial wage of any industrial area in the entire south.

The 13,890 industrial workers in the county received a total of \$19,997,230 in wages during that year, or an average of \$1,439 per worker. Houston and Harris county, which were second in the south, had an average industrial worker income of \$1,293, while the average for the south was approximately \$821.

The 109 factories in Beaumont and Jefferson county produced \$338,404,365 in products, only \$12,000,000 behind the production of Harris county's 500 plants and \$3,000,000 behind the products of Richmond, Va., and Henrico county's 313 plants.

Thus, it is evident that in Jefferson county there is a much higher standard of living and

greater production value than in other areas of the south.

145,000 Inhabitants
Taking all workers in Beaumont and Jefferson county in the aggregate, the income for the county during 1938, most recent figures available, was \$91,356,000. This is a per capita income of \$627.88 for each of the 145,500 inhabitants in the county.

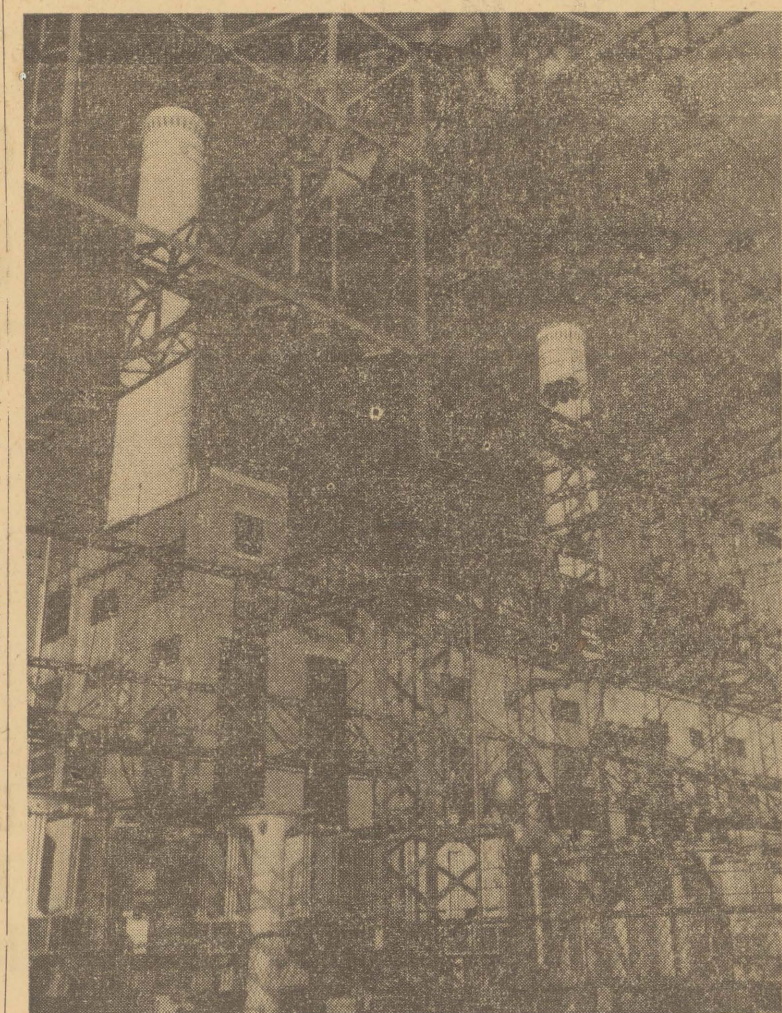
Going outside of Jefferson county, Beaumont has a large and rich territory to draw from. This includes 15 counties of southeast Texas and 13 counties of southwest Louisiana. The income in the Texas trade territory during 1938 totalled \$162,546,000, evidencing a rich territory indeed. Figures on Louisiana income were not available, but it was comparable to the Texas territory.

Beaumont through its chamber of commerce is preparing to take full advantage of this great and rich territory and its most favorable economic position.

During 1940 the trade extension department of the chamber of commerce will function with renewed vigor. Especially will the item of good will be stressed. General Manager C. K. DeBusk of the chamber emphasized that Beaumont's attitude toward its neighbors will be one of reciprocity. "Too often, a city regards its trade territory only in the light of the amount of revenue that can be gotten out of it," Mr. DeBusk said.

Friendship Stressed
"Beaumont wants to maintain its most friendly relations with its neighbors on an entirely different basis. We all have common problems and can work together for the mutual benefit of every one. The trade territory offers Beaumont a rich territory for expansion of trade, but in securing this trade Beaumont and the chamber of commerce intends to give value for value received.

"Wherever possible we want to assist our neighbors in advancing their own interests and, above all,



Gulf States Utilities Electric Power Transmission

we want to develop lasting friendships first and trade next."

The trade extension program includes the offering of assistance to other communities in business activities, furnishing of programs for meetings and fairs, and otherwise cooperating at all times.

"The year 1940 gives promise of being the greatest in Beaumont's history," Mr. DeBusk concluded. "And in so being, it will be not only Beaumont's, but Lufkin's and all southeast Texas and southwest Louisiana."

Truck Limit Law Seen As Detrimental

By L. B. BROWN
President, Texas Motor Transportation Association

The success of any industrial expansion and growth must depend upon service from transportation systems in the distribution of manufactured products. With the opening of one of the state's greatest industrial plants in Lufkin and the beginning of one of the most important steps for further industrialization in this state by the development and processing of its natural resources, Texas must turn a part of their attention to the matter of better transportation and distribution.

A better transportation service in Texas for its present industries and others which may follow, does not mean that one mode of transportation can alone adequately serve all such industries. Distribution problems today demand the use of several modes of transportation in the movement of goods from industrial areas to the consumer. Industry, whether it be in Texas or elsewhere, needs the best type of service to be obtained, and that may mean coordination of highway, railway, waterway and airway carriers, individually or collectively.

In Texas there is a law placing a weight limit on the amount of goods or commodities, whether they are raw or manufactured, which may be transported over the highways of this state by motor truck. That load limit is 7,000 pounds. Such a law was enacted in 1931 under the ruse of protecting the highways from destruction by heavy traffic and adding to the safety of the private motorists.

The enactment of such a law has placed an artificial restraint on commerce in this state and it has been a serious economic handicap during the eight years since it first became effective. Its seriousness is becoming more pronounced the longer it remains on the statute books of this state. It limits without cause or reason, the proper distribution of manufactured products as well as the shipment of raw materials to industrial points.

The provisions of the law as it was enacted, fails to be consistent in providing its alleged protection of the highways from damage and the safety of the private motorists. Its provisions plainly label it as a restrictive measure which has resulted in higher transportation costs in Texas. These higher costs have been forced upon the consumer by the increased cost of the delivered product. While the load, a motor truck, regardless of its size, or the safety of such vehicle, is limited to transporting 7,000 pounds over the highways of this state, the same truck may haul 14,000 pounds of the same commodities as might be hauled otherwise, provided the heavier load does not go beyond a common carrier point, (a rail freight station). It is recognized that roads leading to such common carrier points are not the better improved ones. Instead those leading directly to such points are usually improved, or lighter constructed roads. The heavier loads are permitted over the weaker roads.

The two prime reasons given in the encouragement of such a low, restrictive load limit for motor trucks eight years ago, have since proven to be erroneous. Truck

traffic on the highways of Texas has not been a contributing factor to increased highway accidents. Rather truck operators have worked diligently to reduce highway accidents. During an 11-year period from 1927 through 1938, figures compiled by the National Safety Council reveal that fatal accidents involving the operation of motor trucks have shown a remarkable decrease, while passenger car accidents have increased. Fatalities resulting from highway accidents involving trucks last year were 29 per cent less than such accidents 11 years ago. During the same time, passenger fatalities steadily climbed until they were more than 50 per cent greater in 1938 and remained at 47 per cent greater in 1937 as compared to the 1927 average. The 11-year average for private passenger car fatalities from 1927 through 1938 shows a 21 per cent increase as compared to the trucks' 29 per cent decrease.

The decrease in accidents involving Texas trucks has been reasonably close to the national average despite several hazard factors. In this connection, an interesting study is found in the accident records of the individual states. Statistics of the Automobile Safety Foundation show that those states having the higher truck load limits in turn have a lower fatality record from motor vehicle accidents. On the other hand states with the lower load limits have a higher death accident ratio.

During the same period that truck accidents show a decrease and passenger car accidents have increased the registration of trucks in the United States increased almost double the percentage as compared to the percentage of increase of passenger cars. In this respect Texas truck registrations have been twice that of the national average, while the Texas passenger car increase has been less than the national average. Thus, it is seen that the Texas truck hazards have increased, yet the accident ratio has consistently decreased.

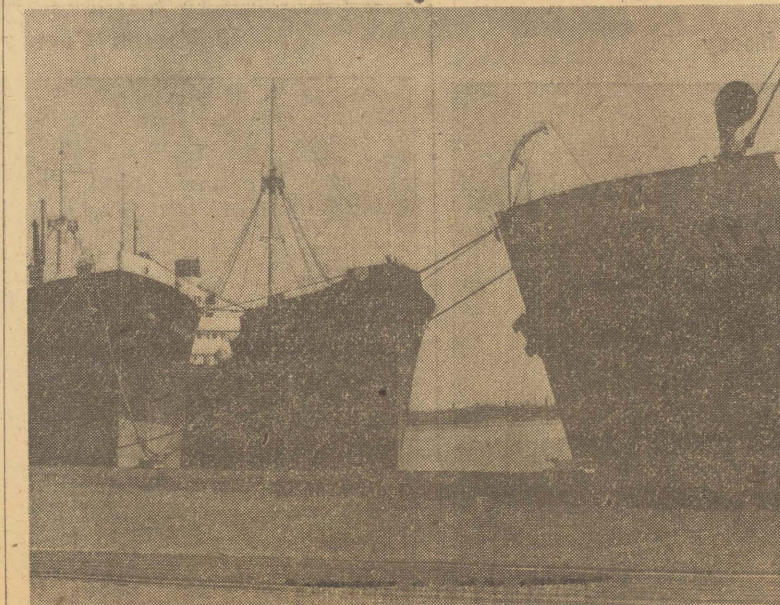
One fact alone discounts the safety theory of limiting the weight of a truck load as low as the Texas law requires. By such a low load limit it has been necessary for more trucks to make more trips in moving the same amount of commodities that are considered reasonable load in other states. The Texas law has brought an added highway accident hazard exposure to trucks operated within this state.

With state laws regulating the load limits of motor trucks ranging from the Texas 7,000 pounds to as much as 120,000 pounds in the state of Rhode Island, the theory of protecting the highways from damage by loaded vehicles is another exploded theory used in securing the enactment of the Texas law.

Texas highways are not built to specifications and regulations determined by its own highway department alone, but rather they are built to standards established by the Federal Bureau of Roads in order to secure federal funds in



Goodhue Building



Steamships at Port of Beaumont

SABINE-NECHES HEARING IS SET

A public hearing to consider modification of the existing project for the Sabine-Neches waterway by further improvement of the west turning basin at Port Arthur, has been set for Jan. 29 in Port Arthur by the United States district engineer for Texas.

The hearing has been scheduled in keeping with a resolution adopted by the committee on commerce of the United States senate.

Both written and oral testimony in support of the project will be taken at the hearing.

Most of the woods fires in the south are started by hunters, smokers, stockmen and others upon lands which they do not own. To these fires are added the fires escaping from railroad engines, logging operations, field clearings and "warning fires."

Conventions This Year Will Attract Thousands to Beaumont

BEAUMONT is fast taking its place among the outstanding convention cities of Texas as the result of an vigorous campaign by the conventions department of the chamber of commerce.

Ten district and state conventions are scheduled to be held in the city during the year, in addition to a score or more sales meetings and company gatherings. These will attract more than 10,000 visitors to the city, who will spend an estimated \$200,000.

During 1940 bids will be made for some 20 state conventions for 1941 and a goal of at least 15 major meetings has been set.

Opening the conventions season Jan. 20 will be the convention of the Texas Credit Union League. District Junior Chambers of Commerce meet in February and the Southwest Shippers Advisory Board in March.

During April the District Pilot Clubs and Texas Young Democra-

tic Clubs will gather in Beaumont, while in May conventions of the Texas Pharmaceutical Association and Texas Aerie, Fraternal Order of Eagles are scheduled. Sabine-Neches Singing Convention also is booked.

In June will be the annual convention of Texas Camp, United Spanish War Veterans.

During 1939 conventions brought upwards of \$150,000 in "new money" to Beaumont, further enriching the city.

In the conventions program is included a thorough publicizing of the city's advantages as a convention city, and also the many spots of interest in and near Beaumont.

An attractive piece of conventions literature is in the hands of the printer and will be available for use in circularizing state organizations throughout the year. Other literature picturing Beaumont as an outstanding industrial and commercial city also is utilized.

City Gas Service

Anywhere in East Texas

For: Homes—Schools Churches
Tourist Camps—Hotels—Restaurants—Dairies—Florists—Stores

"Our Service Ends Where
the Gas Line Ends"

WINTON

Automatic Gas Co.

P. O. Box 2962

Beaumont, Texas

Congratulations

To

SOUTHLAND PAPER MILLS, INC.

and ERNEST KURTH



ON THIS
FORWARD STEP
IN THE DEVELOPMENT
OF THIS AREA



NONA MILLS CO.

Timber and Agricultural Lands

W. C. GILBERT, President

Beaumont, Texas

Drink Phelan's Best



Congratulations to Lufkin

A NEW INDUSTRY IS BORN

CONGRATULATIONS TO

ERNEST KURTH AND HIS ASSOCIATES

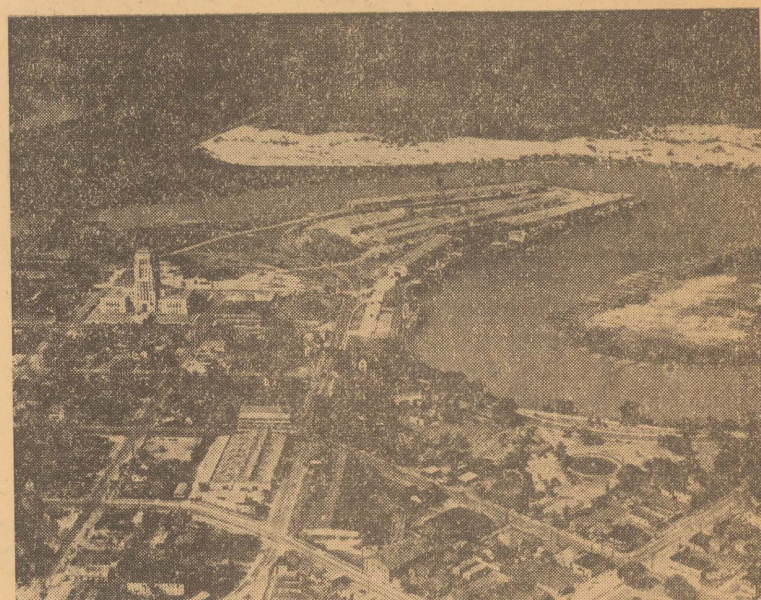
ON THE SUCCESSFUL COMPLETION OF THE

SOUTHLAND PAPER MILLS

LUFKIN, TEXAS



City of Beaumont, Port of Beaumont, Petroleum Refineries



Air View of Port Beaumont

Through the vision of Ernest Kurth and his associates, Texas is taking another step ahead in economic development, under which Texas raw materials will be processed in Texas, by Texas labor, thus allowing both payrolls and manufacturing profits (wealth added by processing) to remain in Texas.



Ships Taking Cargo at Port Beaumont

PORT OF BEAUMONT

BEAUMONT CHAMBER OF COMMERCE—BEAUMONT FORWARD MOVEMENT

Texas Ripe For Gigantic Boom As Nation Eyes Resources

By CHAS. D. BARKER

Texas is entering upon an era of expansion that will probably be recorded by future historians as "The Texas Boom of 1940 and 1941."

I do not claim to be a prophet, but believe that I am right. My reasons for believing that better times are ahead for Texas are many.

This country has just weathered one of the worst depressions within the memory of most of us. The depression of 1892-1893 was probably worse, but it did not continue so long, nor were its effects as lasting. Since all depressions are followed by periods of good times and plenty, it is only natural to expect an era of prosperity in this country to follow the grim years which we have just witnessed.

Every period of brightness is marked by the "booming" of some particular area. In 1924 and 1925, Florida led the nation in its march to prosperity. Although the state's well being was marred by real estate inflation, and the prosperity there grew into a gigantic bubble, Florida quickly recovered after the bursting of the bubble and was able to weather the crash of 1929 in better shape than most states.

Let us review a little history in connection with the Florida boom. In 1924, Florida was being talked about all over the country. I have been told by people whose affairs called them into foreign countries during that year that "Florida" was the magic word; the beauty and charm, the wonderful climate, the variety of sports offered, and the resort potentialities of the state were everywhere topics for discussion.

Books were written about the state, and old volumes treating of Florida came back into demand. News and feature articles about Florida and Floridians appeared in increasing numbers in newspapers and magazines all over the country.

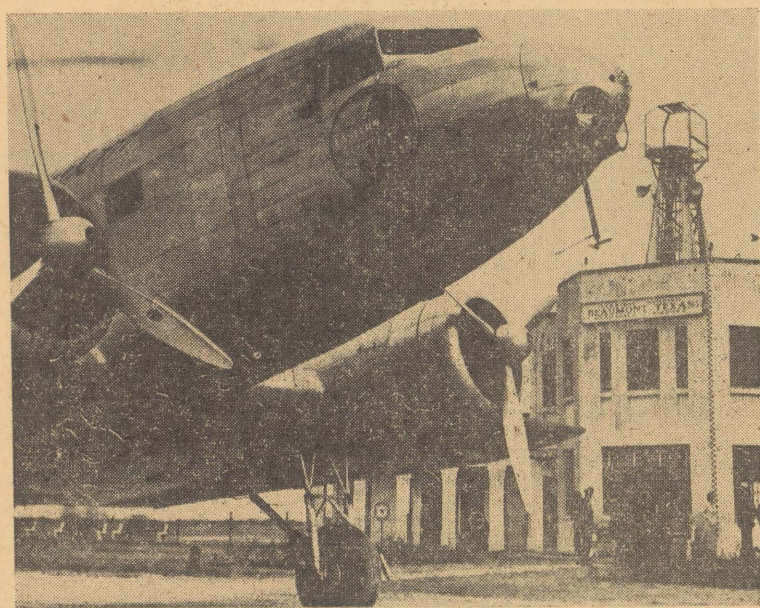
The exodus to Florida from other states, a mere trickle at first, had assumed the proportions of a stampede by the spring and summer of 1925.

It is unnecessary to go into subsequent details. It is better to draw a merciful curtain and conceal the boom, the extraordinary and senseless inflation of land prices, the inevitable reaction, and the headache which followed the dissipation. They will still tell you, in Florida, "It was great while it lasted."

History Repeats

Texas now stands in a position similar to that occupied by Florida in 1924.

Civic and Industrial Center



Transport Plane at Beaumont Airport



Beaumont Y. M. C. A.

ida in 1924. Like Florida, Texas possesses advantages that other states lack. "Texas" is becoming the magic word; the subject of conversation wherever people foregather.

Fortune Magazine's article on Texas in the December issue is an extreme example of the publicity which the state is now being accorded by the press of the nation. Magazines and newspapers all

over the country are printing articles and news dispatches about Texas and Texans. These range from an elaborate survey of the state as a whole, as exemplified by Fortune's article, to an account of a beautiful Texas girl's success in the movies, as recently portrayed in Life.

Articles like these don't just happen. Magazines of national circulation are ever alert to know and even to anticipate what their readers want, and you may be sure that the present position of Texas in the limelight of publicity is not mere coincidence.

People are coming to Texas, but the stream of newcomers at this time is but a mere trickle to what I believe will come later. This stream will bring its share of scum; but there will be many who are honest and hardworking, and who conscientiously seek better opportunities for labor and relaxation. Then there will be some with foresight and vision; with a realization of the potentialities of the state, and possessing the means to turn dreams into realities; in short, those who will be the builders of the new empire of Texas.

Let me pause here to pay tribute to one of the leaders of this band of industrial pioneers who are destined to have a far reaching effect on the future of the state. I refer to Mr. Ernest L. Kurth, who has backed his judgment with his financial resources, and thereby founded a mighty new industry in the Lone Star state.

A Sound Basis

All booms have a basis of reality. I have cited the Florida boom because it is most vivid in our memories. Florida had climate—the warm tropical sun in the winter, and the refreshing Gulf breezes in the summer. It was an ideal playground—a haven of rest and recreation far from the chill blasts of winter. Years have passed, and Florida still has all of these, surviving the speculative orgy of the boom and its distressing aftermath. The state is still the playground of the nation.

Other booms might be cited. California in the days of '49 had gold. The fact that for every one who became rich, scores were impoverished, did not rob the boom of its allure. And out of the wreckage has arisen a mighty empire on the Pacific.

Various sections have witnessed oil booms. In these instances the oil was the potential wealth which formed the basis of speculation, inflation, and eventual deflation. Texas possesses the elements of a boom. It has a potential wealth of raw materials which puts to shame the climate of Florida, the mineral wealth of the many oil fields which have been the scenes of other booms; even the value of all the gold in the hills of California shrinks into insignificance when compared with the wealth in natural resources found in the state of Texas.

The wealth of the great East Texas forest area is an example. Of the total of 18,515,900 acres in this region, 10,567,400 acres are classified as forest lands. The possibilities of this region, under proper management looking to sustained yield, are incalculable. The forest service of the department of agriculture says that most of the forest lands in the south could, under the application of modern forestry practices, produce from two to four times the amount of lumber which they now produce.

Wealth Untouched

Texas' great wealth in minerals has hardly been touched, although

petroleum is the basis of one of the major industries of the state. Texas has sulphur, iron, limestone, Fuller's earth, brick and pottery clays, glass sands, salt, lignite, gypsum, and hundreds of other minerals. The extent of the state's wealth in these minerals is not known, but it is possible, even probable, that some of these may some day displace petroleum as the number one mineral of Texas, as new deposits are found and new uses discovered.

Few know or realize the wealth of the state in cattle, sheep and hogs. They are destined to become the basic raw materials for other great industries—meat packing, leather goods manufacturing, and wool textiles.

It is upon these and other natural resources, too numerous to mention here, that the forthcoming Texas "boom" will be based. The eyes of the world are upon Texas, and the vanguard of the movement into the state is under way. Let us hope that the resultant growth and development will be orderly, conservative, and with none of the hysteria, wild inflation and "shoe-stringing" which have characterized other booms.

Let us keep our heads and retain our confidence in our state and its ultimate destiny. Industrial Texas is on its way!

Industry—

CONTINUED FROM PAGE 1

and the combination of these extensive sand deposits with cheap fuel and water transportation will prove a bonanza to some glass manufacturer.

The oaks, cypress, hickory, gum and other woods found along the stream bottoms of the East Texas forest region are particularly adapted to the manufacture of fine furniture and to cabinet making.

"We do not say that the Beaumont Industrial District would be an economic location for all types of industry," said Mr. Powell, "but there are many that would find it ideal. We would discourage an industry which would not find it economic just as quickly and as positively as we encourage those to whom it is ideal."

Port—

CONTINUED FROM PAGE 1

future progress. Leaders of the community realize that there can be no limits on progress. In unanimity public and private citizens are striving for the one goal—a greater Beaumont in keeping with the Greater East Texas and Southwest Louisiana territory it serves.

Trade extension and conventions activity will occupy a prominent place in the Beaumont chamber of commerce program during the coming year.

This increased activity is being planned on the theory that full utilization of Beaumont's advantages as a conventionally and the improving and increasing relations with the city's neighbors are all-important in the progress forward of the community.

In this increased activity, not only the chamber of commerce staff and committees involved will participate, but the entire progressive citizenship of Beaumont as well.

Harbor—

CONTINUED FROM PAGE 1

service rather than profit is the first consideration, with the result that the various docking charges are at a minimum.

Coastwise steamship service to Gulf and Atlantic ports is provided by the Bull Steamship Line, while the Lykes Brothers Steamship Co. makes sailings to San Francisco, Los Angeles, Seattle and other Pacific ports.

Foreign service is available through several lines which provide frequent sailings to the European countries, the Far East, the West Indies, and the ports of Central and South America and Mexico.

Port Saves Time

In many cases, the use of the Port of Beaumont means a saving of 24 hours and more over any other Texas port. Many steamers make the trip from Beaumont to New York and vicinity in seven days, thus giving fast and economical service to the New England area.

Similar time savings are accomplished in barge shipments to points on inland waterways. The Intracoastal Canal, which serves the Beaumont Industrial District, provides an inland route for barges serving the Texas Gulf Coast as far south as Corpus Christi, and eastward through New Orleans, Mobile and Pensacola to St. Marks, Fla.

The Plaquemine-Morgan City canal provides a cut-off that saves considerable distance and time on movements up the Mississippi, Missouri and Ohio rivers.

13 'WHITE DWARF' STARS DISCOVERED

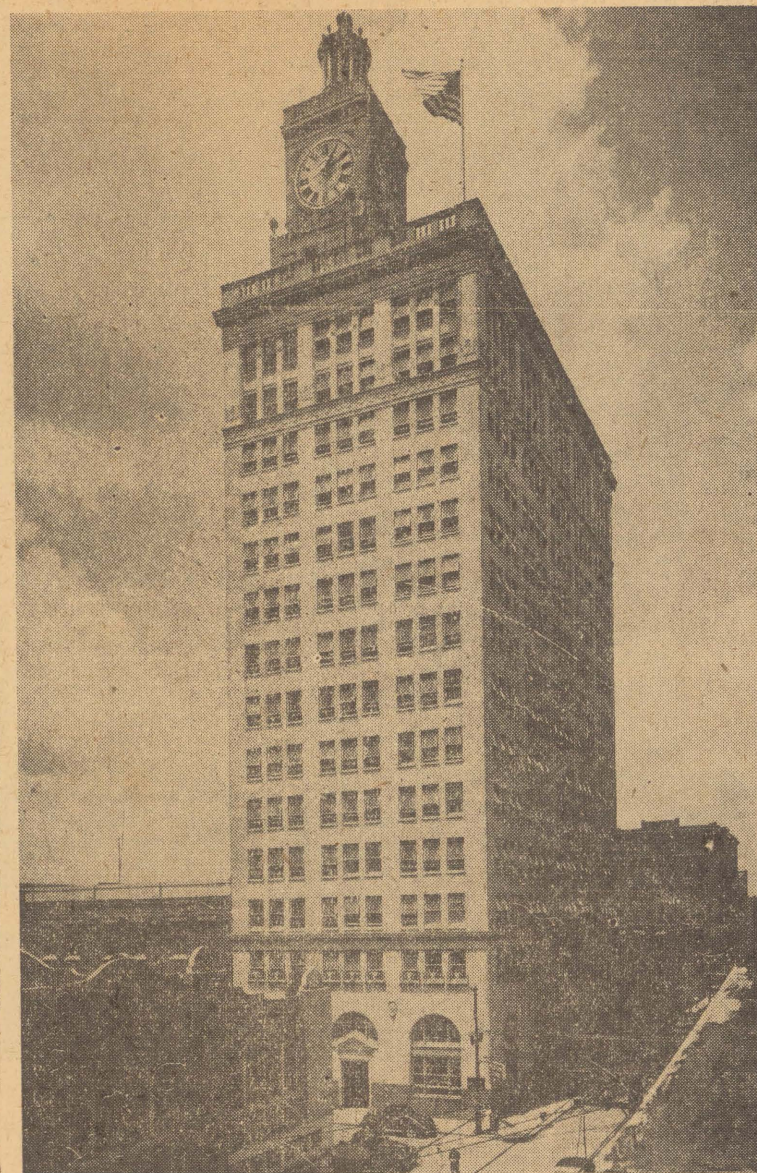
Thirteen of the 24 known "White Dwarf" stars have been discovered by the McDonald Observatory alone, Dr. Otto Struve, observatory director, has reported to University of Texas officials.

A super-heavy star, the "White Dwarfs" are estimated to be about the size of the earth, but of such condensed composition that one cubic inch is believed to weigh as much as 1,000 pounds, Dr. Struve said.

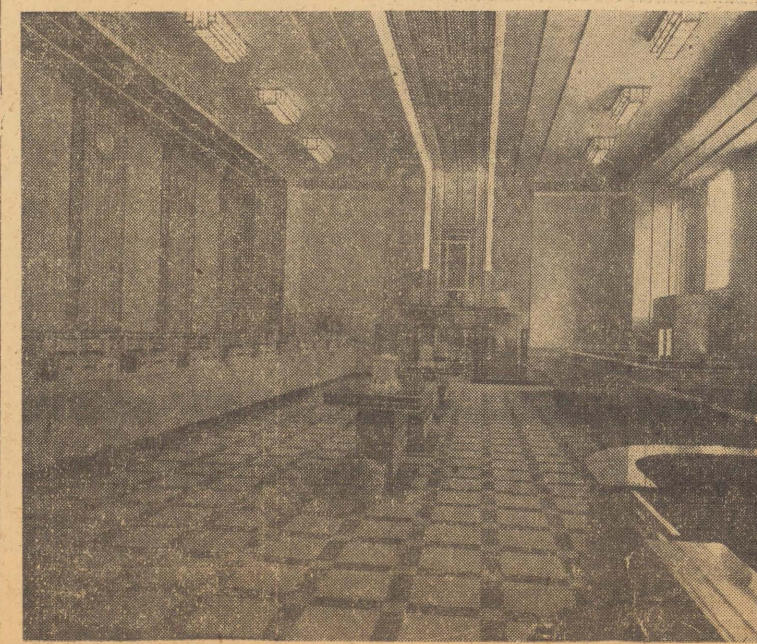
Leader in the current sustained examination of the "White Dwarfs," recent astronomical discoveries, is McDonald Observatory's research associate, Dr. Charles P. Kuiper, who has operated the 75-ton instrument in making all 13 of the Texas observations.

In a democracy the timing mechanism is adjusted by consent of the citizenship and that assumes widespread knowledge of the many economic and social facts and their interrelationships.

Two Beaumont Business Buildings



San Jacinto Building



Interior of First National Bank

MEXICO TO PUSH SPORTS PROGRAM

The executive committee of Mexico's largest labor organization, the CTM, was weighing plans to expand its national sports program and curtail its military training program, which would be a change of national significance.

Under President Cardenas' administration, Mexico's thousands of workers have been organized into militia and given extensive training to prepare them for the "defense of democracy and the revolution" should the need ever arise.

For the past four years, the CTM (Confederation of Mexican Workers) has carried out a point sports-military program, in which participation has been almost compulsory. During these years athletic training has been subordinated to military.

The CTM's executive committee indicated, however, it was preparing to adopt a slogan, "A Sport for Every Worker," and to place first emphasis, not on the militia, but on athletics.

The new plan would separate the sports and military programs. The confederation's leaders would concentrate on the physical development of their followers as athletes, rather than as soldiers.

White House—

CONTINUED FROM PAGE 1

ed on the first floor, where drinks and light lunches will be served.

An efficient lighting system will go into the building from top to bottom. Considerable fluorescent lighting will be used. Glare will be eliminated, and a combination of direct and indirect lighting will be featured.

A flexible lighting system will

be employed for the 11 big show windows 16 feet long by eight deep and for four smaller ones.

Exterior of the building will present an effect of light colors in face brick with a small amount of stone trim.

A marquee will cover the entire front on both Orleans and Forsythe streets.

Inside walls and ceiling will be plaster with a certain amount of wood paneling. Interior decorations will be in mellow soft colors.

There will be two passenger elevators and a provision for a third when the need arrives. There will also be one freight elevator and a sidewalk service elevator.

Separate lounges for men and women customers will be provided, and there will also be locker rooms and lounges for employees. Ample fire escapes will be provided. An automatic sprinkler system will be installed throughout.

Stone and Pitts, a local architectural firm, has drawn plans for the building. Details of taking of bids and other matters that have been ironed out before actual work on the building starts will be announced within the near future. These things, however, are in shape to assure the breaking of ground for the building by November 1.

The original pineries of the south covered approximately 130,000,000 acres supporting a stand of 650,000,000 board feet of timber. Approximately 30,000,000 acres of this original pine timberland is now classified as denuded, or 37 per cent of such land in the United States.

Four out of every 10 boxes that comes to embrace yellow oranges in all the world have their covers tacked down in the United States. And nine out of every 10 boxes of grapefruit.

Congratulations to Ernest Kurth and associates on pioneering a new industry

John D. Birdwell, Pres. W. C. Steinhagen, Sec'y-Treas.

Gulf Mfg. and Lumber Company

MILLWORK, GLASS, SASH AND DOORS LUMBER AND BUILDING MATERIALS

Gulf and North Streets Beaumont, Texas

The New Home of The White House Dry Goods Co. To be Occupied in the Early Fall of 1940.



Congratulations

Mr. E. L. Kurth and Associates

As one East Texas Institution to another... the White House Dry Goods Company of Beaumont, Texas, wishes to convey their congratulations and best wishes for success to Mr. E. L. Kurth and associates in the opening of the new Paper Mill at Lufkin, Texas. We admire and applaud the foresight and courage of you gentlemen in this business venture and concur with you in the opinion that there is no better place in which to invest capital than East Texas.

WHITE HOUSE
DRY GOODS COMPANY

Beaumont

Texas

We congratulate Ernest L. Kurth, his associates, and all of those connected with the establishment of the paper industry for the benefit and further development of Southeast Texas. The opening of Southland Paper Mills marks a definite step in the industrial development of East Texas.

The First National Bank

P. B. DOTY, President
Beaumont, Texas

WELL-HATTED MEN OF SEASON NAMED

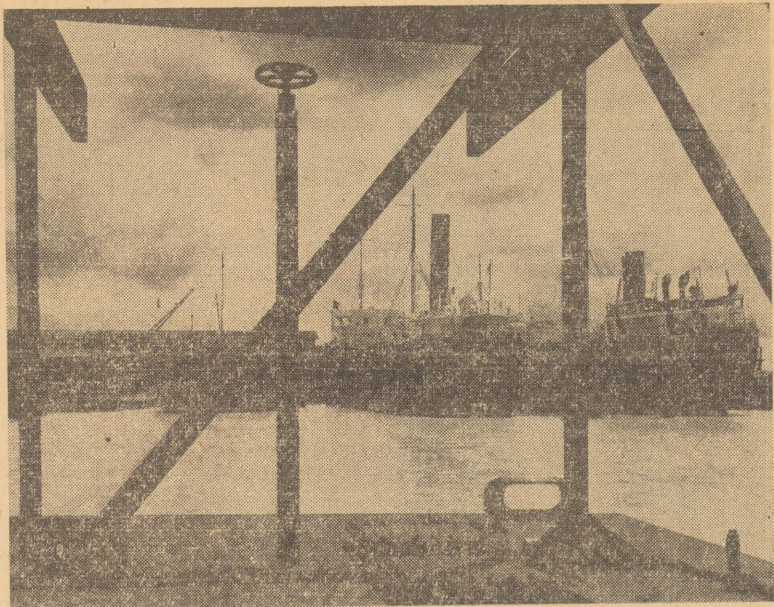
America's most distinguished and well-hatted men have been selected, according to an announcement made by the Fashion Committee of Hat Style Council, Inc. Those named are Marshall Field, socialite and philanthropist; Herbert Bayard Swope, financier and journalist; Clark Gable, motion picture star; Fred Astaire, motion picture star; Adolph Busch, III, of St. Louis, well-known sportsman; Jock Whitney, socialite and sportsman; Gene Tunney, former heavyweight champion; Lowell Thomas, news commentator; Bing Crosby, radio and motion picture star; the Hon. Edward Kelley, mayor of Chicago; Frank Chapman, actor, and Edgar Bergen.

The hat wardrobe consists of 12 hats. There are two dress hats: the silk topper for evening wear with "tails" and the folding opera for theater and other evening occasions. For business wear there are five essential hats: the Homburg for business, the black or blue soft hat for semi-formal wear, the snap brim for all-around wear, the derby for dressy day wear, the off-the-face hat for dress-up contrast and the light-weight felt for between season and early fall. Hats proper for sports occasions are included: there are a rugged Tyrolean proper for either spectator or active sports and a semi-sport straw. The correct hats for summer and southern wear are also a part of the wardrobe: the Panama for mid-summer wear and the straw sailor for town wear.

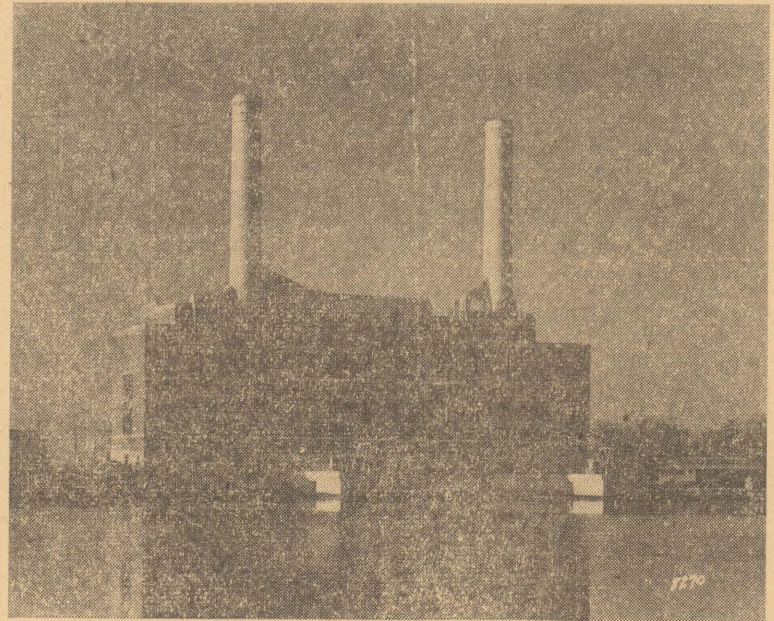
The fashion committee making the selection is composed of Raymond G. Twyeffort, president of Twyeffort, Inc.; Robert J. Patterson, editor of Hat Life and president of Hat Style Council, Inc.; Albert F. Free, president of F. R. Tripler & Co.; and John Cavanaugh, Ltd.

Early reports to the state game department indicate deer are more plentiful in East Texas than they have been for many seasons. More are being killed this year.

Views at Texas Gulf City



Ground View of Pennsylvania Shipyards



Deepwater Generating Plant, Gulf States Utilities

Boom Ahead For Texas Island City

Few years in the colorful past of Galveston have offered such bright prospects for progress as does 1940, for the start of a new decade might well be the inauguration of a new era for the Island City.

In two of the three major fields of business the outlook is for a year well ahead of 1939, with a strong possibility of new records being set in those two—the building and tourist trades. Prospects for the third, shipping, suffer from the effects of the war abroad.

The tourist trade has become with each passing year a bit more important to the well-being of Galvestonians, replacing to a great extent the place of shipping and cotton due to the shift of the economic winds away from those two prosperity factors; 1940, by all indications, should bring a new high in tourist trade.

Facilities Bettered
Vastly improved facilities for taking care of the tourists are being formulated. A new \$216,000 tourist hotel center, Jack Tar Courts, the most modern in the South, is under construction at Sixth and Broadway and other private interests are making similar improvements. The city government plans a regular, paid life patrol for the city's long beachfront as an additional aid to the tourists. Sixty conventions are tentatively set for the city during the year.

In the proposed stage now, but almost certain to be built is an elaborate \$1,300,000 steel pleasure pier, which will extend 1,600 feet into the gulf and provide a score or more of attractions for the hundreds of thousands that visit the city's beaches each year. Mayor Brantly Harris has the project before the R. F. C. at present, and if the loan application is granted work on the pier will start this summer.

No Fairs to Compete
The absence of competing world fairs and the European war are seen as other favorable factors for a booming Galveston tourist trade. The city's recently improved highway entrance, giving it a four-lane road from the junction of Highways 6 and 38 and a \$300,000 beautification project on that highway are other major improvements.

The building structure holds strong promise of setting an all-time high. Including the proposed pleasure pier, 1940 shows a total building program of between \$4,000,000 and \$5,000,000.

Listed in this total are: a new Sears-Roebuck store costing \$100,000; a slum clearance project costing \$1,500,000; Jack Tar Courts, \$216,000; a new federal quarantine station for \$110,000; Ursuline academy school building, \$125,000; Lutheran church Sunday school building, \$70,000; an air-conditioned system by the Texas Cities Gas Co., its cost is not known, and \$500,000 in residential home building.

Street Paving Program
Not included in the above figures is a \$1,000,000 street paving program to be launched by the city and an extensive wharf improvement program by the Galveston Wharf Co.

In shipping the future is full of question marks and therefore not regarded as bright. The effect of the war on the port is being felt as it is by all neutral shipping centers. The strong possibility of a coming trade with the Latin American countries, for which strong efforts are now being made, holds the lone solution to the city's year as a port. Cotton, which has always been a basic Galveston business, is moving better, however, and its improvement may keep the city's shipping element on an even keel.

The berthing of five U. S. destroyers on neutrality patrol has lent new activity to the port's scene, not to mention bringing a monthly expenditure of approximately \$50,000 to the city. Texas City, which might well be included in any prosperity picture for Galveston, due to the proximity of the two, also is looking to a great year.

Two refining units in Texas City's already large oil refining center are planned for the year by Pan-American Refining corporation and the Republic Petroleum Co. Following the completion of these units it is understood that work will start on a proposed \$4,000,000 chemical plant by the Union Carbide and Chemical Co.

A \$250,000 searain terminal is now under construction with service between Texas City and Atlantic ports due to start by early spring.

HISTORICAL GROUP PLANS BIG DRIVE

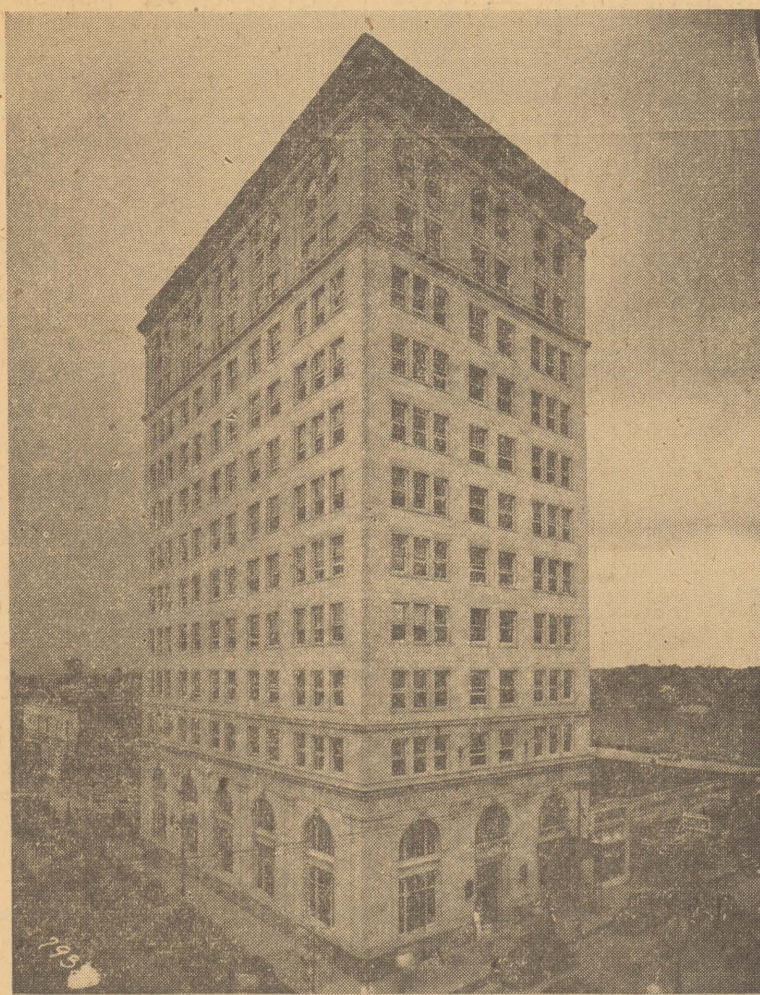
A two-volume handbook of Texas history was named cornerstone for a 1940 expansion drive by the Texas State Historical Association.

Dr. Walter P. Webb, University of Texas historian and author, said he association planned this year: (1) begin compiling source material for the handbook; (2) increase association membership to 5,000; (3) encourage the study of Texas history in Texas high schools; (4) aid libraries throughout the state in compiling Texas collections, and (5) seek establishment of local historical societies.

Recently, Dr. Webb disclosed that association plans were underway to establish a network of junior chapters in the high schools of the state to focus attention of young Texans on the rich heritage of their state.

Number one objective for the history society, the Texas handbook, the university historian believed, would rank as "one of the most useful pieces of scholarship that ever issued from this state." He said the association also planned pushing publication of biographies of famous Texans and their historical accounts yet unpublished.

One of Beaumont's Big Banks



American National Bank Building

Beaumont— CONTINUED FROM PAGE 1

Beaumont is unique in that it is wholly owned by the municipality of Beaumont, rather than by a port or navigation district. Its management is in the hands of a port commission which includes, in addition to the mayor of Beaumont and two city commissioners, half a dozen leading business and financial minds of the community who serve without pay and at great sacrifice to themselves in many instances.

Pays Operation Costs
The Port's rates are fixed so as to pay the cost of operation and a part of the debt service, and compare favorably to any rates in effect in the Gulf coast area.

Through the maintenance of a traffic department which has been active in looking after the port's interests in the way of rail rates, the port has thrown off the shackles of unfavorable rates which handicapped its progress and is in a competitive position at this time.

From the Beaumont office and a branch office in Dallas the entire southwest territory is covered and

members of the port staff are always in touch with the cargo situation and can give prompt service on inquiries of any nature.

It is through the personal attention which is given the problems of shippers that the Port of Beaumont has built up a friendly chain of contacts throughout the country. This personal service is at the disposal of anyone to whom the facilities of this port might be of service.

Barge Terminal
The Intracoastal canal system gives the Port of Beaumont the important advantage of short water routes to the Gulf ports, and to all Mississippi, Ohio, Missouri and other river ports of the northern industrial centers. Thus the port, because of its ideal geographic location, coupled with its excellent shipping and warehouse facilities provided in a recently completed barge terminal, establishes itself as a strategic point of concentration, distribution and interchange.

Railroads
Four of the nation's major railway systems serve Beaumont—the Kansas City Southern, the Missouri Pacific, Southern Pacific and Santa Fe railroads, representing over 35,000 miles of main lines

radiating in all directions, reach every point of importance in the nation.

Yards, freight houses, terminal and passenger facilities of these lines were constructed not only to take care of the city's immediate needs, but also with the view of adequately taking care of the industrial expansion for many years to come. All the lines have reserve trackage and building properties.

Exports and Imports
The principal commodities passed through the port include: carbon black, cotton, flour, forest products, hardwood, slaves, rice, rosin, sulphur, scrap iron, oil well machinery, petroleum products, tar, newsprint paper, muriate of potash, furniture, automobiles and general commodities.

Tonnage, according to the United States engineer's reports, show a healthy increase each year since the official opening of the port to a peak in 1938 in excess of 20,000,000 tons. An enforced decrease in oil shipments during the year 1938 accounted for the port's first setback in tonnage. Rallying, in 1939 to a new high and confident of even greater record for 1940, Port Director O. L. Caywood plans to take every advantage of World War (No. 2) shipping, and at the same time his entire staff is concentrating on movements in Texas, particularly the southeastern section of the state, which can be served more advantageously through Beaumont since it is the nearest port by rail or truckline.

East Texas' Port
Because of its geographic advantages and resources the promotion of the Port of Beaumont as a shipping center and a location for factories or branches, dis-

tribution plants or warehouses, is of vital importance to the growth of East Texas. While a close relationship has always been maintained between the Port of Beaumont and its South and East Texas neighbors, business men of the entire area, one-man grocery store owner to the largest operation, are awakening to the fact the development of the nearest port is sound economics. A campaign is now on the boards to make the area "port conscious" by showing the advantages of water shipping.

Port authorities have provided for the future development by the purchase of waterfront acreage; approximately 400 acres with 11-168 feet of deep water frontage is now owned by the port. This property is available through lease or purchase on the most reasonable basis because the port, being municipally operated, is chiefly concerned with the indirect benefits that will come to the area from industry located at the port.

CAMBRIDGE, Mass.—Eating his way through college is Read B. Dawson, Harvard senior who earns a portion of his tuition by swallowing flames and smoke in parties and entertainments. Although technically a fire eater, Dawson can build a fire in the palm of his hand and allow it to burn brightly for several minutes at a time.

CHICAGO—In addition to the orders for trucks that American manufacturers here may receive from countries at war, "streamlining" of the defense forces of the United States will result in government orders for 16,000 trucks, according to reports to the American Trucking association.

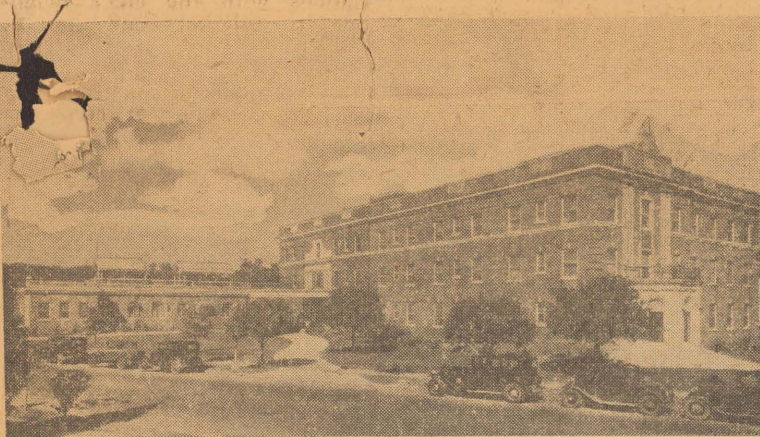
We Congratulate...

EAST TEXAS AND LUFKIN

The American Printing Ink Co.

1310 Patterson Ave.

Dallas, Texas



TRI-STATE HOSPITAL

Shreveport, La.

FULLY EQUIPPED WITH
ALL MODERN FACILITIES

SERVING EAST TEXAS

Louisiana, Arkansas and
the Entire Tri-State Area

Congratulations to Ernest L. Kurth And Associates

THE AMERICAN NATIONAL BANK
OF BEAUMONT welcomes the opportunity to pay tribute to Ernest Kurth and associates upon their creation of a new industry in EAST TEXAS—THE LUFKIN PAPER MILLS.

The officers and directors of this institution send sincere best wishes to the founders of this new concern for a prosperous and progressive record of achievement.

The AMERICAN NATIONAL BANK OF BEAUMONT

MEMBER FEDERAL DEPOSIT INSURANCE CORP.

OFFICERS AND DIRECTORS

OFFICERS

P. P. Butler President	W. L. Pondrom Active Vice President	S. W. Pipkin Vice President
A. E. Weaver Vice Pres. and Cashier	C. N. Kolter Assistant Cashier	N. S. Muery Assistant Cashier
J. B. Terrell Assistant Trust Officer	W. J. Henderson Assistant Cashier	P. T. Peyton Assistant Vice President

DIRECTORS

E. L. Boykin Capitalist	W. W. Kyle, Jr. Kyle-Lyons Co.	W. L. Pondrom Vice President
J. E. Broussard Beaumont Rice Mills	R. E. Masterson Attorney	A. S. Sherrill Capitalist
P. P. Butler President	Will E. Orgain Orgain, Carroll & Bell Attorneys	Ed Stedman The Stedman Co.
John Dollinger, Jr. John Dollinger, Jr., Inc.	J. H. Phelan, Jr. Capitalist	W. C. Tyrrell W. C. Tyrrell Trust
E. W. Gildart Norvell-Wilder Sup. Co.	S. W. Pipkin Vice President, Cattleman Capitalist	A. E. Weaver V.-Pres.-Cashier
W. F. Graham White House Dry Goods Co.	J. Cooke Wilson Wilson-Broach Co.	

Texas System Of Education Is Unique

In an historical sketch entitled "The State and Education in Texas," appearing in the January issue of The Texas Outlook, Alfred F. Schnepf of San Antonio explains the evolution of thought and practice in the state's position with reference to education.

The article in full follows:
It is characteristic of the American system that the control of education is vested in the states. In actual practice, many states have allowed this control to be exercised by local governmental units. At the present time there is a noticeable tendency away from this toward greater centralization.

Although it is true that every state has its own educational system, a system in many respects peculiar to itself, the product of its own peculiar history, this statement is applicable to Texas with more aptness perhaps than to any other state. Not only is Texas unique for the nine-year period of its independence, but the influences which have been brought to bear on its development are considerably different from those we find elsewhere.

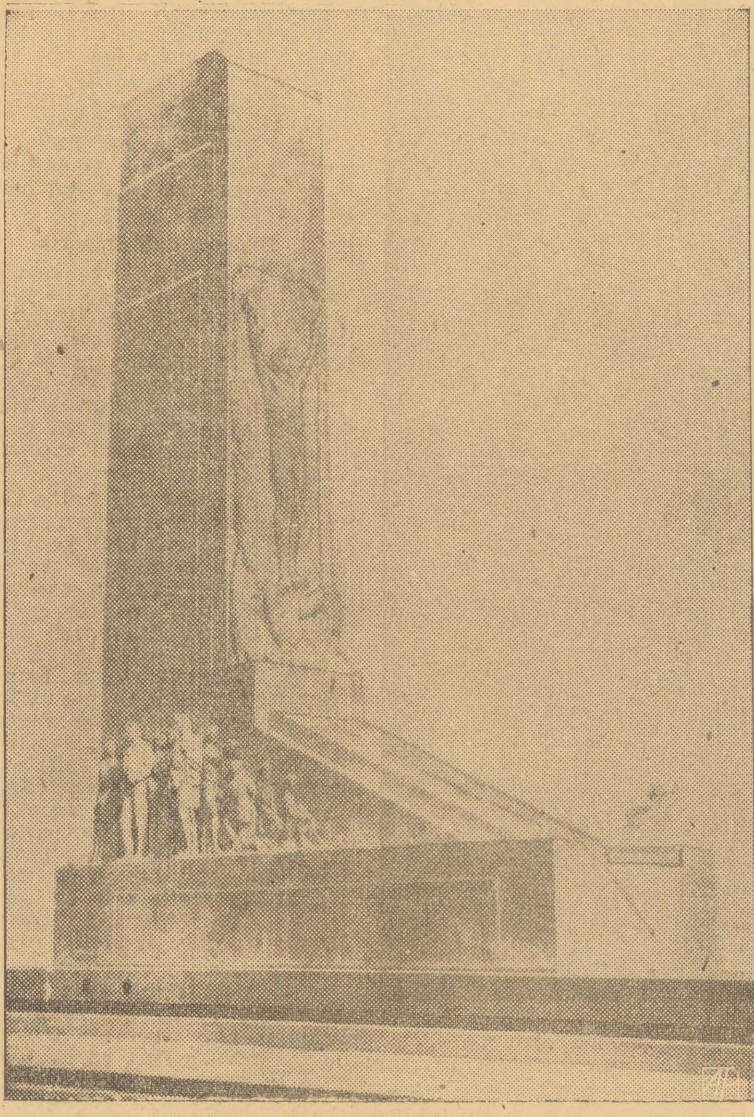
Space limitations prevent us from tracing those influences completely here. Still less will this paper attempt to present a history, however brief, of education in Texas. It is not the development of education or of the school system that concerns us primarily, but rather the evolution of thought and practice in the matter of the position which the state should occupy with reference to education.

Spanish Empire. Texas was an outlying dependency of the far-flung Spanish empire until 1821. In those days national governments had precious little concern with education. They confined themselves to vague encouragement but offered no financial aid. They expected education to be undertaken as a private enterprise, at private expense. In Texas, whatever little education there was, was imparted by the Fathers at the mission stations. Since these were inaugurated and partly maintained by royal grants, it could be said that the government supported education in this way. Toward the end of this period, the government took a more decided stand in the matter. It ordered schools to be established and parents to send their children there. Such commands were naturally ineffective under the circumstances; they merely served to indicate an appreciation of the importance of education for the welfare of the state.

Mexican Republic. When the Mexican Republic was established, education was placed under the jurisdiction of the federal government by the constitution, but the states were granted the right to regulate public education within their own authority. However, both the federal and the state constitutions maintained the policy of encouraging education without providing for its support. Laws enacted under these constitutions threw the burden on the municipalities and on the "impresarios," the men who arranged for the introduction of colonists. Further evidence of the Spanish tradition is found in the enactment of a law requiring the establishment of Lancasterian schools; this law was without effect. Another law required that six primary schools be established in Texas by the department; several actually came into existence, notably one at Nacogdoches.

But already the Anglo-American influence was in evidence, an influence which was soon to be preponderant, and eventually almost exclusive. In 1823 Stephen F. Austin proposed the appropriation of public funds and property for education. Ten years later, this idea, generally thought of as characteristically "American" al-

Memorial to Heroes of Alamo



This is the impressive cenotaph raised in honor of the little army who died to the last man in the historic Alamo at San Antonio 103 years ago as a sacrifice to Texas' liberty. The monument is the work of the Italo-American sculptor Coppini.

though it had its inception in the England of the Middle Ages rather than in the Northwest Ordinance, actually came to realization in Texas. The congress of the state of Coahuila and Texas granted four leagues or 17,721 acres of land to the town of Nacogdoches for the endowment of a primary school. San Antonio was also provided with the proceeds arising from the rental of certain public properties.

The government showed its interest in education by other enactments. Geography and good manners were prescribed to be added to the curriculum. Schools were to be established in all towns by the ayuntamientos. One-half of the income of all municipal funds up to \$2,000 was to be set aside for education. In each town a special junta, or school board, was to be organized, consisting of the police chief, the parish curate, and one other citizen. This board was given complete charge over all affairs connected with the school. It would seem, then, that the complaint made by the Texans in their declaration of independence that the government had neglected education were rather poorly founded. Their Mexican authorities, both federal and state, had done about as much for education as any other government of the time which was, of course, very little. The grants of land for educational purposes which the Texans demanded would not have helped much. Even under much more favorable circumstances 50 years later they were of slight consequence. Moreover, the language of the Texans seems almost insincere when we compare their complaints with their accomplishments once they had attained their freedom.

Republic of Texas. Their constitution, for example, was disappointingly vague; its sole article on education, encouraging congress to provide a system of education, had a familiar and not too pleasant ring for the friends of

education. Houston, the first president of the new republic, was quite uninterested. Not so, however, Lamar, his successor. In a very impassioned plea he set forth the benefits of education and urged congress to carry out the mandate of the constitution. The response was a law passed in January of 1839. Its specific provisions will be treated below, under appropriate headings. For our present purpose it is sufficient to point out its general effects.

Theoretically, it is good to point out, these laws did not establish a "public school" in our sense of the word. Although the establishment and equipment of schools was provided for, their maintenance and support was left to local and even to private initiative. Moreover, the parents were left in command of the educational situation; they were free to send their children to school or not as they saw fit, to send them where they wanted or where they could, to hire a teacher or to subsidize an existing private school. There was, in short, no thought of our present "non-sectarian," tax-supported, publicly controlled institution or system.

The practical effects of these laws take literally no time to enumerate. No action was really taken. The land which was set aside as an endowment produced no income. The county officials who were charged with the execution of these projects, had other things on their minds. For these reasons, to say nothing of the unsettled condition of the land, its sparse population and relative poverty, the laws calling for the founding of public academies were never put into effect.

However, though education itself did not benefit from these legislative enactments, the latter were not without influence on later times, inasmuch as they laid down certain principles of organization and financing which later generations, for better or for

worse, adopted as their own patterns of procedure. This will be made clearer when the specific enactments are explained in their proper places.

State of Texas. When Texas was annexed to the Union in 1845, a new constitution was drawn up. In its sections on education, it revealed the growing strength of a new concept of the state's relations to education. One section provided for "public" and the next for "free" schools. This ambiguous wording was the result of conflicting views on the role of the parents and of the state in the education of children; it represented a compromise between the extremists at one end championing the parents' rights to do as they pleased in the matter, and those at the other looking on education as primarily a state function. The conflict, thus used in the official document, broke out rather sharply at various times during the ensuing years.

Those favoring state control had a powerful argument in the failure of the prevailing philosophy to provide anything like a satisfactory educational system. School facilities were so poor in Texas that many parents sent their children out of the state for their raising. But the increasing intensity of the controversy between north and south, as well as a desire on the part of the commercially inclined to keep money at home combined to create a hostility to this practice. Moreover, those who desired to see the state provided with a railroad system, realized how their desires could be furthered by the issue of railroad bonds to finance the public schools.

With the increasing strength marshalled by these motives, it was possible to pass the law of 1854 providing the organizational and financial machinery for a state supported and controlled educational system. However, the free public schools as we conceive it were still far from realization. For one thing, the law made it possible to use private schools as common schools, an arrangement which amounted to subsidization. As a matter of fact, free schools were practically unknown in this era. Texas, in common with most of the other states, still had essentially a pauper system. The money provided by the state was not used for schools which one and all could attend without discrimination. Tuition was paid by those who were able to do so. For those who were certified as unable to pay, the state paid the tuition to the teacher.

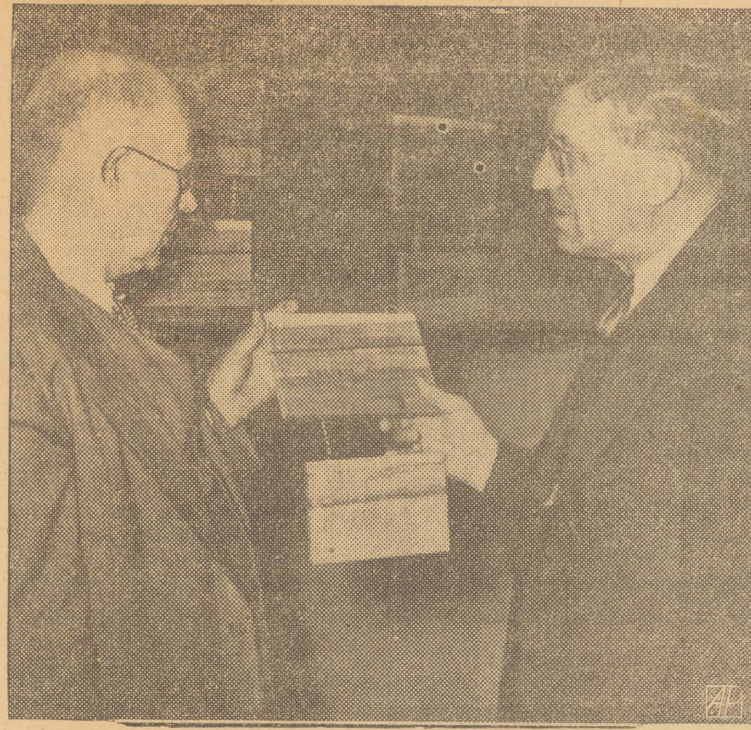
(It is interesting to note how this "discrimination" is viewed by opposite schools of thought. The taxpayers considered this discrimination to be working in favor of the pauper; after all, he was getting something for nothing. The theorists of that day and this considered the discrimination to be against the pauper; making him pay in sacrifice of human dignity for what was really due him as a citizen. Historically speaking, the pauper system seems to be a half-way stage in the evolution of education from a purely private to a purely state concern.) Further evidence that education was more and more widely conceived as a state function is the increasing record of the idea of a state fund, as opposed to a county or local fund, for the support of education.

But these laws of 1854, just as those of a few years earlier, are more important as historical landmarks in the evolution of an idea than as sound legislation with important immediate consequences. They were ineffectual, largely because they made no provision for building. Only in those rare instances where local initiative provided the material housing was the state aid (used mainly for salaries) helpful in founding public schools. Moreover, this state aid was not very large. The total apportionment to the counties from the permanent school fund before 1861 was about \$560,000; this was the total amount spent by the state of Texas before the Civil war. In 1857, for example, the per capita apportionment was \$1.21.

During the war itself, as during any war, especially an unsuccessful one, education suffered a marked decline; one writer says that it was "set back to decades." Apart from the absorption of human and material resources, the schools suffered severe financial handicaps from the inability of the railroads to pay interest on their bonds, in which most of the permanent school fund was invested; they received permission to pay in worthless warrants. However, it is probable that no form of investment would have yielded any returns in such troubled times.

On the conclusions of hostilities, a new state constitution was drawn up. It contained some interesting provisions with regard to education, but it is hardly worth considering, since it was nullified by the federal government before it could go into effect. There followed the "reconstruction" period, from which Texas suffered in common with her fellow "rebels." In an assembly dominated by republican "radicals," another state constitution was drawn up in 1869. To carry out its provisions, laws were passed in the following year creating a highly centralized system of education, with practically dictatorial powers vested in a state superintendent. When these laws were more or less politely ignored by the native citizenry, more drastic ones were passed in 1871. These also met with very strong opposition, on a variety of grounds. Many still clung to the notion of parent-controlled education, while this new system went far to the other extreme; some saw in the new laws merely another attempt on the part of the hated carpetbaggers to ride roughshod over a conquered people; others were entirely unwilling to assume a financial burden which the new system would have entailed. In any case, by 1871 the

Wins 1939 Wheat Program Award



Alonzo L. (Lon) Burton of Sherman, although confined to his bed 47 years, has done "business as usual." By means of a telephone at his side and visits from those with whom he deals, Burton handles real estate holdings and makes profitable real estate trades.

laws were virtually inoperative, since in so many cases they had been completely ignored. One of their provisions, however, was carried into effect. Schools were opened for negroes, and were rather well attended.

"Reconstruction" came to an end in Texas in the middle '70s. In the constitutional assembly of 1875, the issue of education was again hotly debated. There was naturally a strong reaction against the "radicalism" of the previous regime. For education this meant a complete decentralization, a reversion to pre-war conditions.

But this purely emotional reaction could not endure for long. There were too many good features in the "radical" system, and education was in too bad a way for the Texans to settle permanently into a laissez-faire policy. Despite the continued financial distress, which made adequate support of education most difficult, despite also the widespread local indifference to education and unwillingness to tax oneself for its support, dissatisfaction with the existing system was increasing. This dissatisfaction was stimulated by outside agencies, notably the publications of the recently created federal bureau of education, which revealed the low educational ranking of Texas among the states; and by the work of the Peabody Foundation with its offers of financial assistance and expert guidance. Both of these furnished ammunition to the advocates of the free public high school. By the same token they stimulated more active and more thorough

participation in the workings of education.

As the twentieth century got under way, Texas continued to hold a prominent place among the states for the relatively small amount of local control and support of education. This may be accounted for, in part at least, by the extensive areas of sparsely settled country, where pioneering conditions still largely prevail, and there is neither wealth nor disposition to furnish adequate schooling to the relatively few children.

In 1923 the legislature set aside \$50,000 for a survey to be made of educational conditions in the state. A large committee appointed a commission to take charge of the survey, and this commission selected as its director Dr. George A. Works, then of Cornell university, and now professor of education at the University of Chicago. Under his fearless yet diplomatic leadership, weaknesses were plainly exposed and sound recommendations were made. Authorities have been slow to carry out these recommendations, and in a few cases there has been a difference of opinion about what would be the best procedures. All in all, though, its eight-volume report has had considerable influence on subsequent policy. It was natural that this influence should be wielded almost entirely in the direction of more active participation by the state, since two of the guiding principles of the survey were equalization of opportunity and

See EDUCATION Page 7

It is believed the fox accidentally caught his neck in the tree fork and could not free himself. The bark of the tree was torn by the claws of Sir Reynard in his frantic efforts to get loose.

Complete Care

At Lower Prices

The provision of a more complete service at lower cost has been responsible for Fogle-West's continual growth in serving the Houston area.

Our Chapel is One of the Finest in Houston

FUNERAL SERVICE—

AMBULANCE SERVICE

Fogle-West Co., Inc.

1903 McKinney Houston, Texas Fairfax 1177

CONGRATULATIONS! Southland Paper Mills

on your opening—

This marks another great step in the Steady

Industrial Growth of the South...

May you enjoy the same measure of success in

your field as has been accorded

us in ours!

Lee Dry Goods Co. Inc.
WHOLESALE DISTRIBUTORS OF:

BERKSHIRE STOCKINGS
HANES UNDERWEAR
LOOMCRAFT SLIPS

GARZA SHEETING
BEAUCREST SHIRTS
BATES BEDSPREADS

Woodville Congratulates Ernest L. Kurth



THE CITIZENS OF WOODVILLE AND TYLER COUNTY ARE GLAD TO JOIN WITH OTHER COMMUNITIES IN EAST TEXAS TO PAY TRIBUTE TO THE LEADERSHIP OF ERNEST L. KURTH AND HIS ASSOCIATES IN PIONEERING THE NEWSPRINT INDUSTRY IN EAST TEXAS.

Citizens State Bank

L. M. Feagin, President
D. P. Mann, Vice-President and Cashier
Woodville, Texas

Education—

CONTINUED FROM PAGE 6

efficiency in management. On the other hand, the importance of local interest and support for an educational program were not overlooked.

For that reason the survey depreciated the low standing of Texas among the states in the matter of local support of education. That no progress has been made in this respect is indicated by the figures for the per capita apportionment in recent years. For 1936-37 the state apportioned \$19 for each scholar; for 1937-38 and again for 1938-39 the amount was \$22. For 1939-40 the same apportionment has been voted after a motion to raise the amount of \$22.50 was defeated. While this more adequate support of education by the state is in itself commendable, the fact that the total spent for education did not proportionately increase during this time indicates that what has been accomplished principally is a still further shifting of the burden of support from the local community to the state.

In conclusion, it may be pointed out again that the development of the relations of the state to education in Texas has been dominated much more by the American than by the Spanish tradition. The continual influx of Americans from the other states has more than counterbalanced the now distant factor of origin. For a good part of its history Texas has been characteristically a southern state, backward in the

matter of education because of inferior wealth. Of late, though, with the discovery and exploitation of its abundant mineral resources, it has come along very rapidly. These resources, concentrated by their very nature, have made equalization both more necessary and more possible, and have consequently tended to establish in Texas a relatively high degree of centralization.

Growth—

CONTINUED FROM PAGE 1

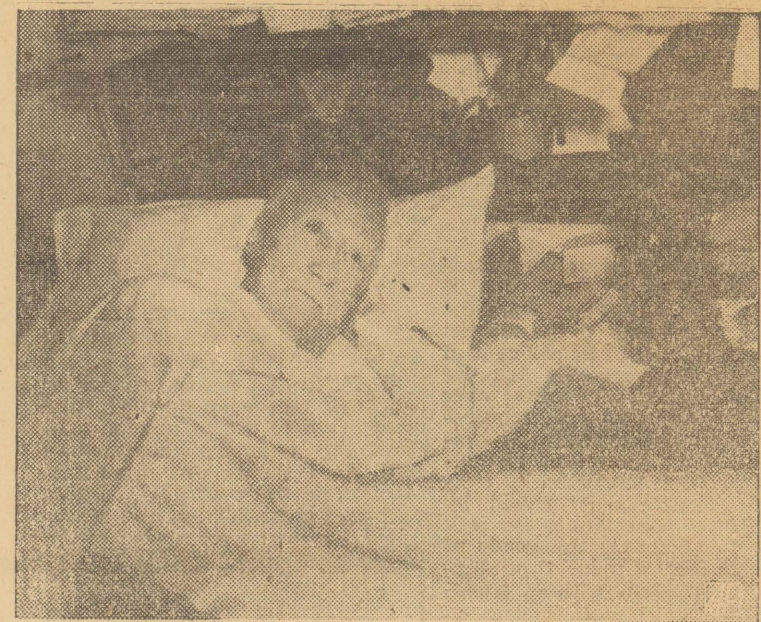
the lumber industry had been displaced by the petroleum industry. In that year, the population of Beaumont was 20,640.

With the discovery of new fields, the strategic location of the Beaumont industrial district attracted more and larger developments of the petroleum industry, with the result that today the Beaumont area, which includes the Beaumont industrial district and the Sabine-Neches industrial district, produces one-tenth of the nation's annual consumption of petroleum products.

The three cities embraced in this area—Beaumont, Port Arthur and Orange—boast of several of the world's largest oil refineries, with monthly payrolls in excess of \$3,500,000. Among the larger oil companies in this district are the Atlantic Oil Co., Gulf Oil Corp., Humble Oil & Refining Co., Magnolia Petroleum Co., Pure Oil Co., Stanolind Oil & Gas Co., Sun Oil Co. and the Texas Co.

In addition to these, there are many smaller companies which

Bedfast 47 Years, Conducts Business



H. A. Tally* left, Roberts county farmer, represented Texas at the 12th annual meeting of the Eastern Oregon Wheat league, Condon, Ore., where he received a plaque awarded by the league to Roberts county for best compliance in Texas with the 1939 AAA wheat program. N. E. Dodd, right, western division AAA director, made the presentation.

produce crude oil and sell their products to some of these major companies or to some of the many independent refiners.

The lumber industry, formerly

the leader, maintains its position as second in importance, with thousands of employees and a monthly payroll in excess of \$1,000,000. This industry draws from

the vast forest reserves of pine, oak, gum, cypress and other varieties found in such abundance in the great East Texas forest area to the north, east and west of Beaumont.

Collateral industries are numerous. Sash, door and blind factories are operated by many lumber dealers; cabinet shops produce a variety of articles for commercial and home use; while automobile body manufacturers, creosoting plants, store and market fixture manufacturers, Venetian blind plants and stove makers are other users of wood.

Large Shipyards

Another major industry of the area is that of ship-building. During the World war, Beaumont was the scene of intense activity in this respect, and two ship-building plants still survive in this area. They are the Pennsylvania Shipyards at Beaumont, and the Livingston Shipyards at Orange.

The Pennsylvania Shipyards were recently awarded the contract for two of the United States maritime commission's 410-foot class super-safe steel ships, at a cost of approximately \$2,000,000 each. These vessels will be the last word in modern marine construction, and will take about 18 months to complete.

The Livingston Shipyards, at Orange, specializes in steel tugboats, barges and ferries. It is now completing an order of steel ferries for a South American purchaser.

A Rice Center

Another very important product of the Beaumont area is rice. Extensive irrigation and drainage

projects have brought under cultivation many thousands of acres of what was originally swamp land in the southern reaches of Jefferson and Orange counties, and rice growing on these reclaimed lands provides employment and wealth to many.

The Beaumont Rice Mills, Com-et Rice Mills and Tyrrell Rice Milling Co. are all located in Beaumont. These mills are among the largest in the country, and rice processed and packaged by them goes to every state in the Union and to many foreign countries. Large bonded warehouses in Beaumont and elsewhere in the rice growing territory provide storage facilities for the grain.

Rice is a crop which requires quantities of water, and the needs of the growers in this respect are supplied by the Texas Public Service Co. in Jefferson county, and by the Orange Water Co. in Orange county. Each concern has modern pumping equipment and an elaborate system of canals. Water for the Jefferson county plantations comes from the Neches river, while the Sabine river supplies irrigation to Orange county.

Other Industries

Other major industries of the Beaumont industrial district include the following:

Paper bags—made in Beaumont by Thos. M. Royal & Co. and the Stedman Co. Products include paper and gasoline bags for coffee, rice, etc.

Mattresses—manufacturers in Beaumont include the American Mattress Works, Bedtime Mattress Co., Brown Rug & Mattress Co., Colvin Mattress & Upholstering Co., Dixie Bedding Co., National Bedding & Manufacturing Co., Monogram Mattress & Rug Co., and Sanitary Mattress Co. In Port Arthur are the City Mattress Factory and the Port Arthur Mattress Co. The Sabine Mattress Shop is located at Orange.

Coffee—The Phelan Co. and the Texas Coffee Co. have plants at both Beaumont and Port Arthur, while the Port Arthur Coffee Co. maintains a plant at Port Arthur.

Caskets—manufactured at Beaumont by the Beaumont Casket Co. and at Orange by the Orange Casket Co.

Machinery—the large machine shops in the district include Ames Machine Works, Beaumont Iron Works Co., International Derrick & Equipment Co., Mabry Foundry and Machine Co., Neches Machine Works, Ohmsted Machine Works, Oil City Brass Works, Petroleum Iron Works, Service Foundry Co., and the Texas Machine Works, at Beaumont; and the Orange Car & Steel Co. at Orange.

Oil drums—produced at Beaumont by the Petroleum Iron Works and at Port Arthur by the Texaco Can Co.

Paint Is Manufactured

Paints—The Socony Paint Products Co. at Beaumont are large producers of paint products.

Asphalt—The Texas Co. asphalt plant at Port Neches is one of the largest in the country.

Sulphur—The Southern Acid & Sulphur Co. at Beaumont produces various forms of sulphur, and manufactures sulphuric acid and other sulphur compounds.

Printing—The larger plants doing commercial work include the American Printing Co., Citizen's Press, The Enterprise Co., Lamb Printing & Stationery Co., and Orleans Printing Co. in Beaumont; the White House Printers at Port Arthur; and the Orange Printing Co. and the Sabine Printing Co. at Orange.

Canners—The Orange Products Co. at Orange put up a variety of canned foods under the famous "Del-Dixie" brand.

DROUTHS DRY UP SWAMP ACREAGE

Following the swamp land act of 1850, ditch and drain was a national shibboleth for more than half a century. 77,000,000 acres of water and marsh disappeared in the search for more and richer, arable farm land. Too often, the farmer found revealed, for his pains, barren or alkaline wasteland—unfit for crops, birds, beast or man.

In the 1930s drouth began to dry the land up, the topsoil cracked—hot winds whirled whole square miles of it up in one state and dropped it on another, burying homes, smothering stock and crops. Tremendous areas of what had been important wildfowl nesting grounds in the north, vast areas along the age-old flyways, wintering resorts in the south, became biological deserts.

One writer records: "In Oregon, previous to the drainage of its Lake Malheur and Klamath basin, great numbers of waterfowl were hatched each year; but its two great duck and goose hatcheries were now drained dry as a bone. In the Dakotas, for lack of water, residents were shooting domestic livestock. Waterfowl mortality, in parts of the Central North American breeding areas reached a peak never before known. Dried 'pot holes' and small lakes were littered with the putrefying bodies of young ducks. Some died in their nests; others perished in traveling overland with the adult birds in search of food and water. Those that survived were forced to abandon large areas that formerly had offered haven. Going southward the perishing birds found thousands of ponds and lakes dried up where once they had been able to rest and feed."

Some still believe, because of the great concentration of birds on the few areas remaining habitable, that there was no valid decline in their population, that perhaps the birds were simply altering their hereditary flyways. Only slowly the one-time "alarmists" became a majority. There developed a concerted demand for federal action.

Yet the best motor car—assembled from the finest parts that great engineers can create—cannot work efficiently if the little timing mechanism does not function.

Congratulations to Lufkin and



Ernest L. Kurth

We of Reynolds-Penland welcome this opportunity to publicly pay tribute to Lufkin, Mr. Ernest Kurth and those men who have worked with him in the establishment of a new industry for Texas. This great newsprint mill is but the beginning of a monument dedicated to the efforts and foresightedness of these men of your fine city. Congratulations to you all!

REYNOLDS - PENLAND

Dallas Austin
Clothes for Men and Boys

THANKS A MILLION

WE—Join with all East Texas Citizens in expressing our appreciation for those who made possible the Lufkin Paper Mill, as well as other large Industries located in Lufkin. Such men are Empire Builders' of whom all Texas should be proud.

All East Texas has been good to us, for which we also are thankful.

All forms of life insurance are written.

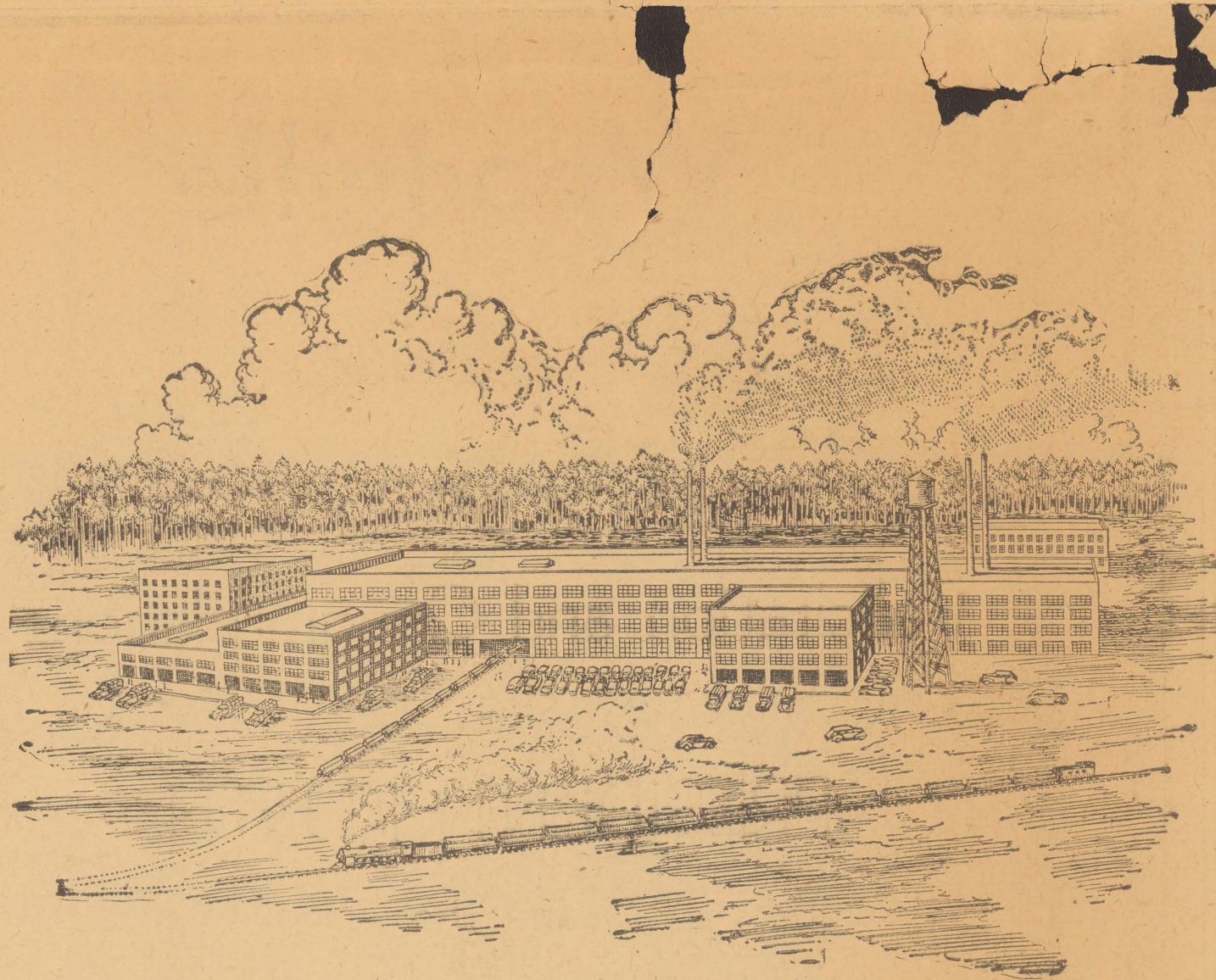
Ordinary—Industrial—Monthly
Credit Life

Guardian Life
Insurance Co.
Of Texas

Capital \$100,000.00 Hugo F. Koch, President

FORWARD MARCH

.....and East Texans take the lead
CONGRATULATIONS to E. L. KURTH
and the other progressive leaders who established Southland Paper Mills, Inc.



Yes, East Texas Marches On!

MARTIN DIES

YOUR Representative

Impartial, Accurate, AP Covers the World

An impartial and accurate account of world happenings, both printed and photographic, is brought to East and South Texans by The Daily News through the Associated Press.

The Associated Press, of which the Daily News has been a member for a quarter of a century, is a co-operative, non-profit association of more than 1,400 newspapers.

Its task is the swift distribution of accurate, reliable and impartial news of the world.

In this respect, take the start of the present European war for an example:

A bell jangled on the London teletype in the association's New York office. With incredible swiftness it spelled out:

"Flash! Chamberlain proclaims Britain at war with Germany."

Men worked and wrote feverishly in the association's London and New York offices. Seconds later their efforts flashed across the continent on the association's gigantic network.

Several minutes later—less than five—the British prime minister's decision in an AP dispatch was in the office of the Daily News, and the presses rolled with an extra to tell Lufkin citizens of the start of another war.

Through facilities which it has created, the news of America collected by the AP, as it is familiarly known, appears in virtually every newspaper in the world outside the United States. In the United States its domestic and world news appear in a select and exclusive group of newspapers which are members of the association.

Ninety domestic bureaus, usually one in each state and two or more in some, maintain contact with thousands of correspondents and member paper employees whose work supplement that of the AP personnel.

The cost, amounting to nearly \$12,000,000 annually, is borne by the membership on a pro rata basis. Stringent precautions are taken to assure freedom of the association's news reports from bias, prejudice or partisanship.

The AP is exclusively entitled to the local news appearing in member papers, the effect being to make each member paper reporter also a reporter for the AP. Aside from these, the association has its own reporters and editors at each bureau, checking, verifying and working with news very much as do reporters and editors of newspapers.

Around there are bureaus and correspondents in all principal cities, and their contact with news sources everywhere interlaces the world. The AP's entire foreign service is passed upon and managed by Americans who are exclusively in its employ and practically its entire volume is from original AP sources, although it has available

the news of the leading associations of other countries.

Massock at Dallas
A present member of this foreign staff, Richard Massock, chief of the bureau in Rome, a decade ago was responsible for telegraph news filed to the Daily News. At that time he was stationed in the Dallas bureau.

The association uses more than 285,000 miles of leased wires, stretching across the continent from Bangor, Maine, near the Canadian border, to Seattle, Wash., and San Diego, Calif., and from Duluth, Minn., to Brownsville, Tex., and Mexico City.

From various points along these lines the news is sent to adjacent cities. The membership spreads from Alaska to Argentina and from the Philippines to Puerto Rico. Daily use is made of thousands of miles of commercial cable and wireless.

The Daily News and 80 other Texas newspapers pooled their resources to establish the most extensive state service in the association. Bureaus are maintained in Dallas, Austin and Houston. The personnel is made up almost entirely of experienced reporters and editors from member newspapers.

The first AP dispatch to a Texas newspaper trickled in over a tottering telegraph wire shortly before the turn of the century. This abbreviated service continued for more than a decade. In 1910 the first Texas bureau was established in Dallas, and the association's Texas system rapidly expanded to the state's four boundaries.

In addition to the news supplied by the Texas membership and gathered by staff reporters, about 500 correspondents have been appointed to file telegraph and telephone news from all of the smaller communities.

The AP had its inception when a small group of publishers set out in 1893 to realize the ideal of a great co-operative association of newspapers, representing every creed and party for the exchange of factual news on a basis free of partisan bias and private interest.

In this group were the late Victor Lawson of the Chicago Daily News, the late Melville E. Stone, who became the present association's first general manager, and Frank B. Noyes, publisher of the Washington Star.

The co-operative association which these journalists evolved from the old Western Associated Press began its stormy and historic career with a small but determined membership. It grew steadily, and in 1900 it was succeeded by the present association.

Most Modern Plant
The general headquarters of the AP are located in the Associated Press building, Rockefeller Center, New York City—the most

modern press association plant in the world.

The affairs of the association are in control of a board of directors, elected from among the representatives of the individual member newspapers. A general manager appointed by the directors, is responsible for the various services of the AP.

One of the present directors is Houston Harte, publisher of the San Angelo, Tex., Standard and Times.

In addition to its great network of news wires, the AP operates Wirephoto, by means of which news photos, maps, charts and other illustrations which make the news clearer and more interesting are sent to member papers with telegraphic speed over a circuit 10,000 miles long. This service is called the most revolutionary development in American journalism since the invention of the telegraph, was established by Kent Cooper, the present general manager.

As a further function, the AP through its feature and news photo services supplies subscribers with a complete feature service, comprising news photos, news features with illustrations, comic strips and news cartoons.

The membership of the AP includes persons of every conceivable political, economic and religious advocacy. The one thing upon which they are united, so far as the AP news service is concerned, is that it shall be wholly free from partisan activity, or even the expression of any opinion whatever.

It is the theory of the organization that, in a self-governing country like America, the citizens, if given the facts, must be able to form their own opinions respecting them.

Truck Limit—

CONTINUED FROM PAGE 2

the construction and improvement of our highway system.

Requirements as Texas in the construction of their highways. However, the Texas law declares that a load recognized as a legal limit in other states, moving over the same type of highways as in this state, and hauled in the same truck becomes illegal just as soon as it crosses the state line and moves into Texas. This state's highways are on a par with those of other states, but an artificial barrier to trade and commerce has been erected by our restrictive load limit law.

The limitation of a truck's capacity by law, and not by consideration of the actual capacity, the safety and the tire surface of the equipment, has become the target of several federal department attacks. With several federal departments seeking to break down trade barriers between the states, the Texas law has been pointed to as one of the most restrictive to the free flow of interstate commerce.

Limitation of truck loads to 7,000 pounds regardless of the commodities being transported has had a very definite part in hindering the movement of Texas products to market not only within the state but into other states. Forced use of more trucks and the demand for making more

trips has forced higher transportation costs in Texas. We have suffered and still pay the economic penalty for such a law.

Lufkin's new paper mill, which opens a new era of industrialization in Texas, will be affected directly by the 7,000 pound load limit law in Texas. A reasonable load of paper will more than exceed the legal limit. An increased cost is therefore added in transportation of the new product from mill to consumer by reason of the Texas load limit. This is brought about because either more trucks must be used, or more truck trips made in order to move the paper from the mill. Such transportation conditions as face those who need the services of motor trucks in this state have an effect of discouraging, instead of encouraging further industrial expansion in Texas.

When compared with other states, Texas has the lowest load limit, while a study of the loads permitted in other states reveal the astounding fact that the states in the higher bracket of load limits, are those states recognized as industrial centers in this country.

Texas in all its greatness, its wealth of products from the soil, from its ranges, from its forests, and its other natural resources has a vital need for using modern, speedy, and economical transportation, the type furnished by the motor truck. Yet, the largest state has the lowest truck load limit, while the smallest state has the largest such load limit. This state, its farmers, ranchers, business interests and industries should not be made to suffer economically because of an ill conceived measure that is an artificial restraint to trade.

Commerce over the highways is the only type of transportation which meets restrictions as to the volume of tonnage that may be carried. The other modes which make up our complete transportation system, railways, waterway carriers, and airway carriers do not face restriction of the volume of commerce they may transport.

The movement of commerce over the highways is not a direct infringement upon the right of other modes of transportation. It is the direct result of a demand on the part of business and industry for better service. The movement of goods by truck has a part in our transportation system that cannot be duplicated by any other.

The wide-spread use of trucks has grown in spite of legal restrictions because there is a definite need and demand for the economical, flexible and convenient services to be had by their use in the movement of all kinds of products. If such services had not filled a definite need, the growth and expansion of the motor carriers would not have resulted.

More than 48,000 villages and towns in this nation must depend upon motor vehicles alone for all types of transportation services. Such places, having a combined population of more than 7,000,000 persons, must use the highways and motor vehicles to keep their commercial contacts with the rest of the nation.

The rapid, economical service to be obtained in using motor trucks has brought a wider market to the producers of food products, especially perishables. This means of transportation has contributed largely in making Texas a leader in the production of citrus fruits. Such quick and economical movement of fruit has contributed to a greater development of the resources of one section of our state. Producers have been able to reach wider market because of the advent of motor trucks into the business life of this country, despite the handicaps under which truck owners operate.

Today motor trucks are required in the shipment of more than 50 per cent of all livestock from the farms and ranches to the market centers; trucks haul 95 per cent of all fruit and vegetable tonnage moved less than 300 miles; over 30 per cent of the milk requirements of most large cities is supplied by motor truck; and virtually all the bread consumed by 130,000,000 Americans is moved by truck. Motor transport is the only carrier which hauls the goods of commerce from a point of production to destination without transshipment.

The motor transportation industry today gives direct employment to more than 3,500,000 persons and pays its full share for the upkeep of highways. In 1937 it contributed \$417,500,000 in special taxes alone. In addition it paid all the ordinary property and other taxes paid by any business. Truck operators each year pay 47 per cent of valuation of their equipment in taxes.

Clearly the motor truck is established as a permanent and vital unit in the American transportation scheme. From every standpoint, the truck is definitely a typical American product, serving a typical American public through farmers.

It has its place in serving industry and industry needs the services of motor trucks, but to serve Texas more efficiently and economically, truck owners and industry alike need a change in our present load limit law.

POST IS NEW FSA CHIEF AT 'DOCHES
Edwin R. Post, recently of San Augustine, is the new rural supervisor of the farm security administration in Nacogdoches county.

He succeeds Don F. Bright, who resigned to accept the position of resident supervisor of the FSA-NYA co-operative land and livestock improvement project near here.

Post is a graduate of A. & M. college of Texas and was formerly connected with the Texas extension service. He was assistant county supervisor of the farm security administration in San Augustine county.

Walnut is one of the easiest woods to combine with other cabinet woods. Its soft tones blend easily with oak, mahogany, cherry and other fruit woods, with maple, rosewood, satinwood, gumwood or birch.

GOLD CIRCULATION URGED BY BANKER

Winthrop W. Aldrich, chairman of Chase National bank, has recommended the return of gold to free circulation in the United States.

"We are already," he told the bank's shareholders at their annual meeting, "the possessors of 60 per cent of the world's monetary gold stock. Before peace can be achieved this share may have risen further."

"In a large sense, we are, and will be, the conservators of the world's monetary system."

"It is for this reason, as well as for ample reasons of our own, that we must take action now to preserve the monetary character of gold. As I see it, our immediate function is to re-establish a free gold market permitting free movement of gold bars and gold currency both inward and outward, so that the price of gold as here established shall constitute a firm and certain base line from which the values of the diverse currencies of the world can be confidently figured."

Aldrich asserted that, with more than \$5,000,000,000 of excess reserves, the nation's banks were hard pressed to loan out their money.

Much the same opinion was expressed in the annual report of James H. Perkins, chairman of the National City bank, as he told that institution's shareholders of a net earning for 1939 of \$17,642,169 compared with \$10,547,750 in 1938.

In a good year the world produces 5,000,000,000 bushels of wheat and the United States comes close to 1,000,000,000, of one-fifth of world production.

Eighteenth century furniture is extremely adaptable to the average home and its popularity continues to be strong. To gain variety and individuality, however, decorators are including the early 18th century styles as well as those of the late Georgian period. Particularly pleasing are the walnut pieces from the Queen Anne period with their cabriole legs and solid fiddle shaped slats.

The decennial census of 1940 will make available the greatest assemblage of facts ever collected by any people about the things that affect their welfare.

Twenty-five Angelina county poultry men have perfected an organization to make this country one of the leading poultry sections of East Texas. F. L. Harwill, Huntington, was elected president.

Congratulations

MR. E. L. KURTH

and

Southland Paper Mills, Inc.

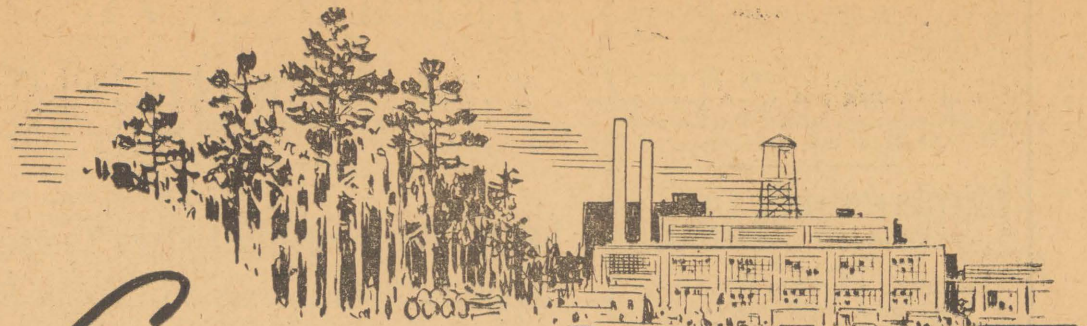
ALL OF TEXAS IS PROUD

OF ITS GREAT NEW INDUSTRY

Weingarten's Big Food Markets

Houston, Texas

J. Weingarten, Inc.



Congratulations to

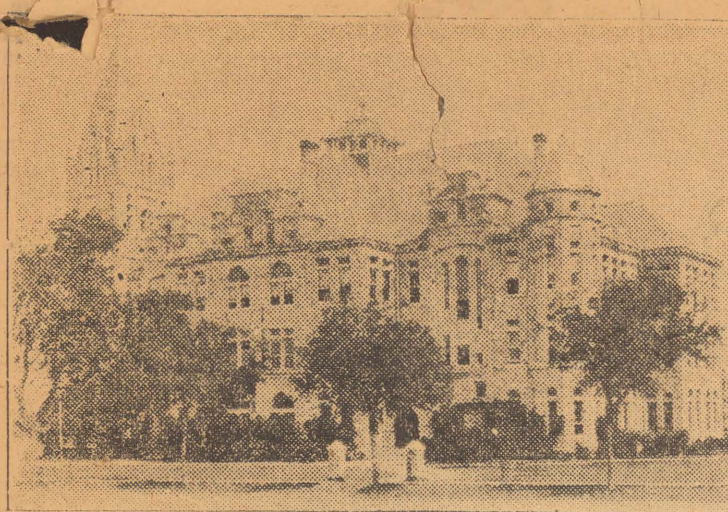
ERNEST L. KURTH and Associates

in developing and placing into operation the Southland Paper Mills. This new enterprise makes use of one of our most important resources. It is a forward step in the plan to industrialize Texas.

The Fort Worth National Bank, serving Texas since 1873, is pleased to welcome this new industry to our State.

**The
FORT WORTH NATIONAL
Bank**

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION



Lufkin students now attending Southwestern University:

Frances Marie Bartlett
Vernon Beheler
Derrill Lee Cates
Isaac Cox
Dorothy Eagle
Gerry Glenn
Elwyn Gipson
Ernest McLane
Rosemary Rolston
Marjory Ann Terry
Marjorie Jo Welch
Gladys Wilkinson
Helen Wilkinson
Zella Williams

Felicitations and Congratulations

to

PRESIDENT KURTH

and the

Southland Paper Mills, Inc.

"No Job Is To Big For A Competent Man"

HON. E. L. KURTH, B. S., LL. D.

One of Texas' Most Outstanding Citizens and Master of Major Projects.
An Ex-Student, Friend, Benefactor, Trustee of

SOUTHWESTERN UNIVERSITY

and

President of the Ex-Students Association

For Literature Concerning Texas' one-hundred-year-old Institution of Higher Education address

Southwestern University
GEORGETOWN, TEXAS