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# The Luffkin Line

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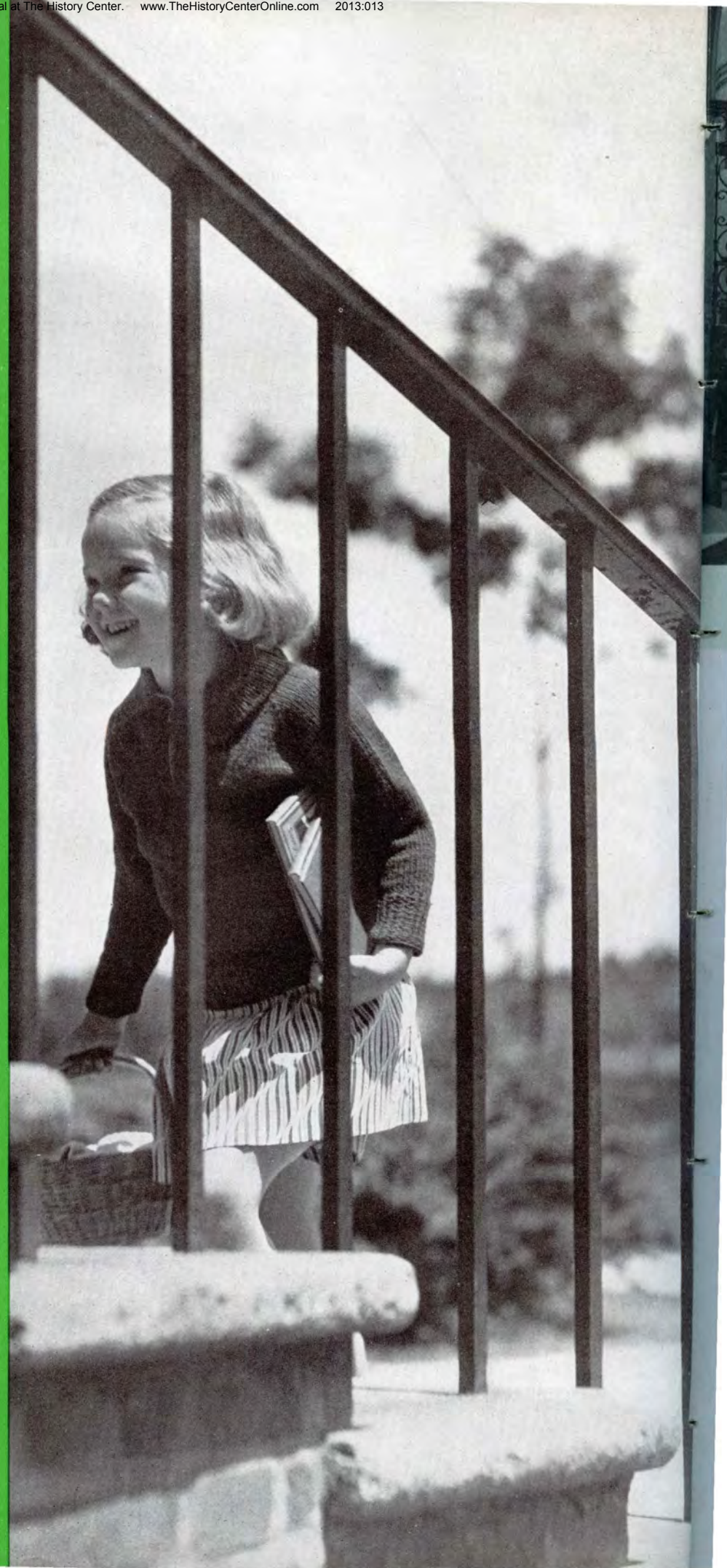
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*How would you like to be told...*

# YOUR CHILD

*was killed today?*

A thing so horrible . . . so unthinkable . . . can't happen to **you!** Thus you reason and perish the thought from your mind. But mothers and fathers are told nearly every day, "Your child was killed today" . . . and practically every time, the finger of blame can be pointed at a careless motorist. If it can happen to the other person . . . IT **CAN** HAPPEN TO YOU! But . . . it won't happen to you or anyone else if you and everyone else obey traffic laws and regulations. Merely **expressing** your intention of driving carefully is not enough. You've got to **learn the laws** if you don't know them. You've got to think . . . you've got to keep your mind alert . . . you've got to keep your ears and eyes open to avoid disaster. Above all . . . you've got to **drive carefully!**



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**WHEN FIBBER McGEE AND MOLLY, OF RADIO FAME, arrived at the main gate of Paramount Studio with the homemade trailer in which they travel "all the way from Wistful Vista" in their first motion picture, they are met by stern opposition on the part of a studio policeman.**

# TRAVEL THE *Trailer Trail* TO HAPPINESS

By L. L. GRAHAM

IT TOOK the *Flying Cloud* eighty-nine days against lashing seas from New York to Frisco by way of the Horn in the days of '49. Today, giant airliners span the distance in twelve hours; automobiles hurdle the miles of mountain ridges and valleys in four and five days, and house-trailers unfold awnings and doorsteps in sight of the Golden Gate in intermittent jumps that may require from a week to a year, depending upon the individual's whim, his wife's mood or the baby's milk.

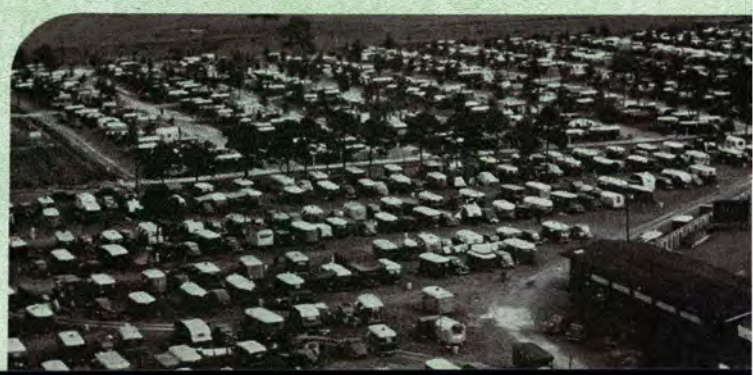
From Maine to California, from Vancouver to Key West, trailerites know the mellow glow of a Texas moon over the plains; the dazzle of a Hollywood Premier; the lash of a Florida typhoon. Up and down the coasts, high in the Rockies, through Death Valley's torrid heat, along the Mississippi delta—wherever the call of the open road may lure, the trailer caravan is blazing a nomad trail.

It is estimated that 1,000,000 trailer gypsies are plying the highways and by-ways of America today and—judging by the growing interest in trailer exhibits—the streamlined, eighty-five horse-power underslung bungalow has captured the public imagination like a Sally Rand bubble dance or a bathing beauty revue.

The modern trailer dates back about ten years to a vacation jaunt of a Michiganite who took his family, tent and camping equipment to an isolated fishing spot for what promised to be a pleasant outing. Arriving in a downpour of rain, the difficulties experienced in trying to set up camp proved a fly in the vacation ointment, but a stimulus to his imaginative faculties. Upon his return home he designed and built a box-like one-room hut with a bed, table, chairs, ice box and coat hooks—mounted on wheels.

The idea swept the country like wildfire, and today it is estimated that close to a million Americans are living

**A STRIKING GENERAL VIEW OF THE SARASOTA CAMP, largest in the country. Most of the conveniences of a modern city . . . electric light connections, water, playground, fire department, all available conveniences.**—Photo, Galloway.



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**ALL THE CONVENIENCES OF HOME — and home is where you "park 'er."**—Photo, courtesy Schultz Trailer Company.

in trailers. William B. Stout, Detroit airplane designer and transportation engineer, predicts that within 30 years half the homes in the country will be mobile. Roger W. Babson, the statistician, goes him one decade better, predicting that within 20 years more than half our population will be living in trailers. If time bears these predictions out, the day is not far away when a man can exercise his prerogative if he doesn't like his job, neighbors, tax rate or climate, and—"fold up his tent like the Arabs, and quietly steal away."

Today, auto trailers are found all over the country, following the seasons, with Florida and California attracting the majority of trailer residents. The scientifically built trailer can provide comfortable housing even in the coldest weather, but few care to undergo the rigors of winter when it is such a simple matter to take down the clothes line, step on the starter and roll away to warmer climes.

Apropos to this instinctive urge, it was a group of forward-looking Florida business men who were first to see the possibilities of the trailer movement, and at Sarasota a complete trailer city with streets, lights and sewerage system was laid out to accommodate the growing tin-can tourist trade. Since then, many towns have such colonies, and in any of these camps the fee for plugging into a light circuit and connecting with running water and sewerage facilities seldom exceeds $2 a week. Private camp owners, operating for profit, depend on their commissaries to increase revenues, while municipal camps welcome the rubber caravans for their stimulus to local trade.

It is not unusual to find colonies of as many as 500 in one camp. Moving from place to place in caravans in many instances, friendships formed along the road grow and cement closer and closer as time goes on and fading vistas behind give way to new horizons ahead.

Men with their wives and children—from every walk of life—are found rubbing tail lights with one another in trailer caravans up and down the highways of America. Bankers, lawyers, doctors, salesmen—men of every profession and trade fraternize in a spirit of camaraderie at trailer colonies along the way. All mix and mingle informally, and friendships begun in one state sometimes materialize in business partnerships a thousand miles or more down the road.

The nomad life of the trailerite affords numerous advantages over settled, hum-drum home life, proving a boon to health and happiness no other habitat can claim. A retired banker, failing in health, resorted to a trailer existence only after several expensive sanitariums had parted him from a tidy sum without succor. Jubilantly, he said: "When I bought this trailer I got well. Pulling up stakes, I left my troubles behind—cast off every thought of business and weighty responsibilities. It's the healthiest life in the world—and a new adventure at every bend of the road."

Wives are equally jubilant. Domestic drudgery is minimized to cubic inches. Every day or week or month new vistas unfold before her entranced eyes through the kitchen window. Social functions revolve around travel gossip and camp amusements, and the rough-dry can

**HERE'S A TRAILER INTERIOR WITH PLENTY OF OOM-PH! IN IT. This photo also serves to illustrate the compactness of these modern "homes on wheels."**—Photo, courtesy Zimair Trailer Co.



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# HOLLYWOOD STARS . . . Trailer Fans

**Trailers have many uses in the everyday life of Hollywood, numerous of the film colony's more important stars fancying the vehicles as dressing rooms.**

**Frederic March, star of "The Buccaneer" has a trailer fitted up as a luxurious dressing room, containing a combination bar and soda fountain. Louise Hovick, better known as Gypsy Rose Lee of "Stripping" fame has installed Venetian blinds in her new covered wagon. Edgar Kennedy avoids traffic jams at Santa Anita by taking his family earlier in his luxurious trailer.**

**Producers, too, have caught the fever for no less than three of Hollywood's newest film offerings feature auto trailers, namely: "Cocoanut Grove"; "Professor Beware" and Joe Penner's "Go Chase Yourself."**



**SCENE FROM THE MOTION PICTURE "COCOANUT GROVE," starring Fred McMurray, Harriet Hilliard, the Yacht Club Boys, Ben Blue, Harry Owens and his Royal Hawaiian Orchestra, soon to be released by Paramount.**

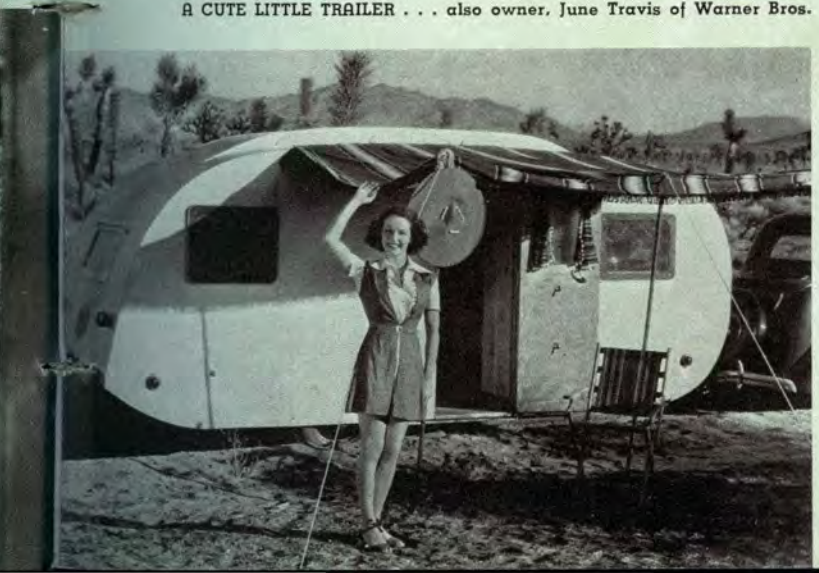
wait over until tomorrow or next week or next month—who cares?

The trailer problem is no longer a tin-can tourist proposition. A great many of these people are financially independent. They demand sanitary quarters and adequate protection and will not schedule their itinerary through cities where the proper conveniences are lacking.

Of a number of ordinances covering this general problem, one of the best was proposed by the California State Division of Immigration and Housing. It is a suggested ordinance regulating the sanitation and conduct of camp cars and trailers which can be adapted to any locality and enforced by the city health department.

With a predetermined allotment of ample space for each vehicle, the ordinance requires their arrangement in rows along driveways of specified widths, with unobstructed access to a public street or alley. Running water is mandatory and no dipping vessels or common cups are permitted. Removal of wheels from trailers is not allowed without a permit from the building inspector, and dogs are not permitted to run at large in the area. Adequate toilets, drainage, garbage receptacles and slop tanks are made mandatory while plumbing fixtures are required to discharge into the sewer system. Severe penalties for infractions are included.

**A CUTE LITTLE TRAILER . . . also owner, June Travis of Warner Bros.**



Varying ordinances leave to the individual cities solution of the problems of fire prevention regulations, schooling for the children and relief work for the jobless. Practically all ordinances adopted by the various large cities of the Nation require the keeping of a guest registry with names, addresses, car license number and date of arrival of guests open to police and public inspection.

Berkeley and Oakland, California, impose definite time limits on the trailerite's stay. Many cities require individual or community kitchens for the guests, some demand a fence or closely grown hedge around the camp, and Miami, Florida, requires an office for each camp. Other ordinances require a manager to be placed in charge of the camp and made responsible for its activities. Some communities have special trailer fees; some have rigid inspection of camps, and here and there a community ousts the trailerites unless they take out a special license tag.

Co-ordinating the trailer laws of neighboring states will be one of the legislative tasks of the next few years. In this respect, where New York, Pennsylvania, Delaware, New Jersey and most of the New England states have adopted uniform trailer laws, others have no legislation for the trailerite at all, or laws so severe as to make trailer-travel almost prohibitive.

For instance, some states bar chemical sewage disposal systems, while others specifically require them. New York bars trailers on parkways, but other states allow them. While the maximum height of a trailer is unlimited in most states, restriction to 13 feet is the law in New York and variation in length from 27 feet in Tennessee to 60 feet in Nevada is seen. Registration fees vary from $1

■ CONTINUED ON PAGE 18

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**THE WORLD'S LARGEST TRAILER COACH, "The Cahuilla."**
Photo, courtesy General Body Co.

# THE CAHUILLA

## *Is Our Idea of a "Castle on Wheels"*



**SHOWING INTERIORS OF MODERN TRAILER with a place for everything and — "everything in its place" — Domestic drudgery is reduced to cubic inches.**

AFTER SIXTEEN MONTHS of planning and construction, "The Cahuilla," world's largest modern deluxe trailer coach was recently delivered to its owner and designer, a prominent southern Californian. This complete home on wheels was constructed by the General Body Company of Los Angeles in their plant only a very few blocks from our Los Angeles office.

The "Cahuilla" measures 32 feet from back bumper to the front connection and weighs 9800 pounds. It is divided into five compartments all completely and modernly equipped with electric fans, built-in radios, electric clocks, hot and cold water, gas for cooking and refrigeration, lavatories, flush type toilets with septic tank under trailer and a complete electric power plant.

Regular Pullman berths are used throughout, each with its own fan, cigar lighter, ash tray, two electric lights, buzzer and hammock for clothes.

This completely air conditioned job (both summer and winter), is truly a "castle" on wheels and points, in a big way, the trend to trailers.

"The Cahuilla" trailer cost $12,000, and the especially designed driving unit $4,000.




Photo, courtesy Hayes Body Corp.

**Commercial use of the Trailer** is fast gaining favor with manufacturers who are able to bring their product to the point of sale.

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The complete mobile hospital unit of the California Forestry Medical Corps.

# TRAILER HOSPITAL

## *Brings Medical and Surgical Needs to the Injured . . .*

COMPLETELY EQUIPPED with all the necessities of a modern hospital, the Mobile Hospital Trailer Unit of the California Forestry Medical Corps is meeting the needs of major and minor California disasters with incredible efficiency.

Conceived by the President of the Board of Directors of this California Medical Corps, this trailer unit speeds the moving of surgical and medical equipment to the injured rather than having the injured carried painful miles to hospital dressing rooms.

A complete hospital on wheels, this trailer unit is equipped with folding cots, with canvas shelter, motor driven generator and floodlights, hot and cold water, drugs and dressings of all descriptions, operating table, anesthetics of all kinds and an instrument cabinet with over two hundred and fifty kinds of surgical instruments.

The California Medical Corps was organized four years ago, has a total membership of over 400 and is believed to be the only such organization in existence, in which members give their time gratis and are subject to call for any major disaster at any time.

Funds for the purchase of the trailer were raised by a series of Benefit Nights sponsored by various motion picture studios in which Joan Crawford, the late Jean Harlow, Barbara Stanwyck, Myrna Loy, Jeanette McDonald and others participated. These stars were made honorary members of the corps.



**MOBILE HOSPITAL UNIT of the California Forestry Medical Corps. This completely equipped Mobile Trailer Hospital provides speedy moving of surgical and medical equipment to the injured rather than having the injured carried painful miles to the hospital.**

Photos courtesy California Forestry Medical Corps

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# California Adds Color

1. Most perfect legs—and we think you will agree with LeRoy Prinz, Paramount's ace dance director, that Laurie Lane, pretty Paramount starlet currently working in "Cocoanut Grove," has the most perfect legs in the movie capitol.
2. Oceanic's Signal Hill Supt., Monte Sisley.
3. H. M. Coleman, Secretary, William H. Cree Oil Company at Long Beach, Calif.
4. A. N. McCrate Co.'s John H. Augusburger, Long Beach, Calif.
5. Frank Golder, left, Frank Jones, right, of California Lands, Inc. Lufkin TC-1-41 in the background.
6. Sunray Oil Company's Lufkin installation, Wilmington, California.
7. Lufkin 9' Stroke Job, Tide Water Associated Oil Company, Seal Beach, Calif.
8. Ed Curtis, Associated's Santa Fe Springs Production Foreman.
9. Ohio Oil Co.'s Gough No. 2 well at El Segundo. Total depth 7350 feet with pump set below 7200-foot level. This is a Lufkin No. 56 Unit.
10. Dean Love, right, and Lufkin's L. A. Roberts. Love is Chiksan Oil Co.'s Supt. at Signal Hill.
11. Oceanic Oil Co.'s "Fat" Perry.
12. Roy Blodgett, McCrate Company, Long Beach, Calif.
13. Tide Water Associated Oil Co.'s Tutshulte and Roy Curl of the Los Angeles Basin.
14. Bob Burns, McDonald & Burns, Torrence, Calif.
15. Barnsdall's Dwight Fortine.
16. Richfield Oil Company, Dennie No. 11, Signal Hill, Calif. The water tank in the background is the uppermost point of Signal Hill and is used as a landmark or guiding point for ships at sea.
17. Texas Company installation at Signal Hill, Calif.
18. America's most famous host meets the world's most famous curves. George Rector, the noted restaurateur, epicure and bon vivant. Right, is Hollywood's curvaceous Mae West.





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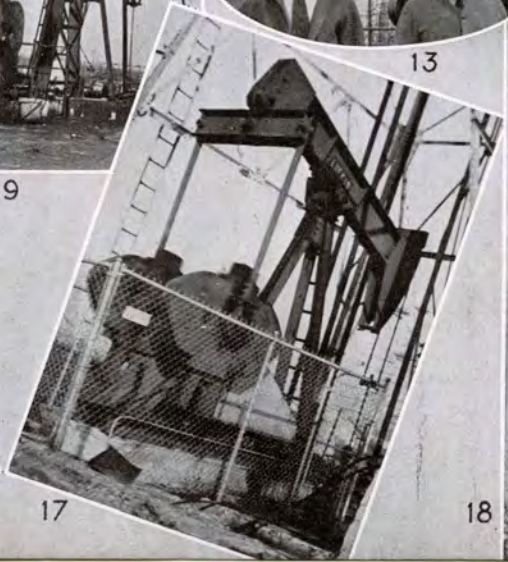
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# Lufkin Life Goes to a Party

Apologies to "LIFE"



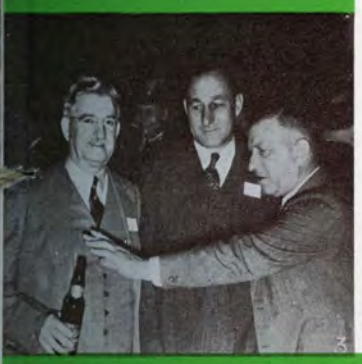


## Snapshots at the Ft. Worth A.P.I. Party

1. R. D. Kelley, Pete Haury.
2. Jack Leffland and John House.
3. O. C. Needham, E. M. Foster and Ben E. Thompson.
4. Jack Barnes and H. T. Hunter.
5. Continental's Pat Hurley and John Herschback, President, Illinois Oil Co.
6. H. M. Lemex, C. W. Hughes and Ed White.
7. Pure's Larry Ogden and E. E. Edwards.
8. Ralph Cummings and Ed Bailey.
9. Gulf's Charlie Youngblood.
10. Stanley Cohoghen, John Farrell.
11. A. E. Willig and M. L. Mayfield.
12. Humble's Bowman Thomas, J. P. Baldridge.
13. Bob Tesch and George Card, Stanolind Petroleum Engineers.
15. Humble's O. L. Furse, C. F. Falley and Hu Harris.

























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# Lufkin

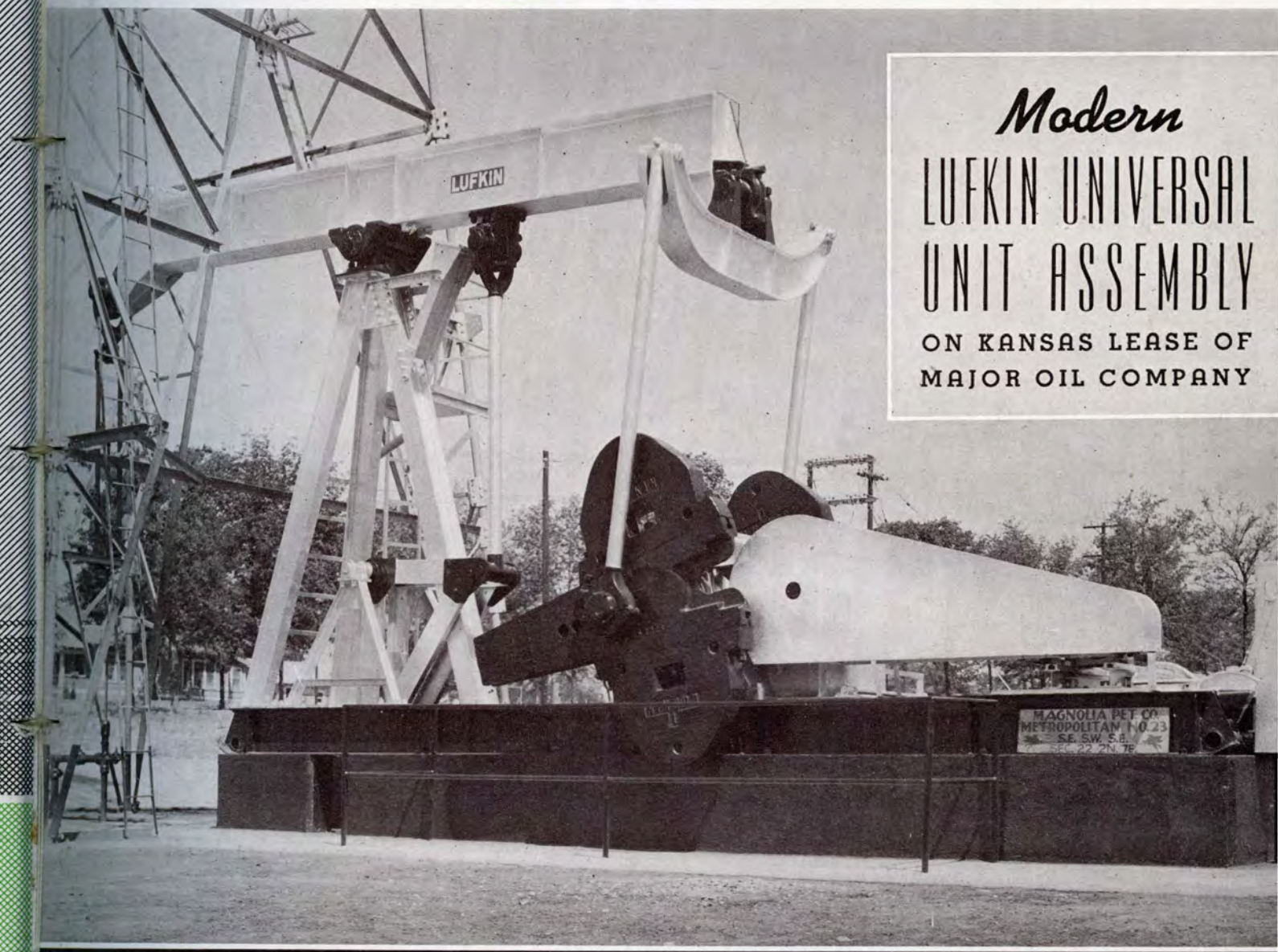
# INSURES PUMPI

## CHECK THESE *Prerequisites* BEFORE PURCHASING

1. Herringbone gears . . . quiet, efficient, with strength in abundance and designed for maximum compactness.
2. Large, oversize bearings, adequate to withstand the severe shocks of variable pumping loads.
3. Positive and efficient lubrication to all working parts.
4. Center-line beam motion to insure greatest possible efficiency and uniform polish rod motion.
5. Counterbalance crank of Rotary type — simple, rugged and easily adjustable to correct position.
6. Field service to supervise and check installations — to insure complete operating satisfaction.

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# ...n SELECTION—
# ...NG *Perfection*




*Modern*

LUFKIN UNIVERSAL UNIT ASSEMBLY

ON KANSAS LEASE OF MAJOR OIL COMPANY

# LUFKIN PUMPING UNITS

**LUFKIN UNITS** are manufactured in Lufkin, Texas, by the Lufkin Foundry & Machine Company. Branches in principal oil centers

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# SNAPSHOTS By the LUFKIN Cameraman





























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1. M. C. V. Bradley, Western Kansas Supt. and F. Mallonee, Div. Supt., Magnolia Pet. Co.
2. Left to right: McKinley, Reid, Trout, Reis. Posed in front of E. H. Moore pump plant at Fittstown, Okla.
3. Left: Raymond Clark, Texas Oil Commissioner.
   Right: Truman Branton, Production Supt., Housh & Thompson, Talco Field.
4. Humble's London District Farm Boss, S. A. Burkett.
5. I.T.I.O.'s Thomas Mace and C. A. Watson.
6. Stanolind's South Ellinwood, Kansas, employees. Front row, left to right: A. O. Miller, C. D. Kerr, J. O. Fair.
7. Camp Site of Humble Oil & Refining Company, Talco Field.
8. W. C. Hutchins, B. C. Fuqua, C. J. Peden, Magnolia Petroleum Company, South Ellinwood, Kans.
9. Magnolia's W. B. McMahon, J. S. Blehm.
10. Stanolind employees at Hudson, Kansas Camp. Left to right, front row: F. Slagel, H. C. Robel, C. C. McConnell, H. Maupin, B. McKibben. Second row: R. C. Fyfe, E. Richardson, B. J. Brock, L. McDowell, D. Main. Third row: K. L. Rumford, G. A. Reynolds, C. Harris, Boyd Maston, O. Reiter. Second row: "Bugs" Young, H. G. Nething, I. H. Wilcox, J. W. Manning. Back row: L. Wilkinson, D. H. Crall, Ben Snyder, Harold Dunson, George Wright, and Ivan M. Weaver.
11. Atlantic's Great Bend Office, left to right: W. W. Yokum, A. H. Arant, Jr., R. W. Love, S. K. Myers, Dewey A. Jordan, and Albert A. Angel.
12. Snettcher & Pitman's, J. E. Peace.
13. Left to right: Pierce, Wall, Crosier, Richards (of Lufkin), O. Schmidt of the I.T.I.O.
14. Magnolia's C. H. Crawford.
15. Jim Jolly, Production Supt. for W. B. Hinton Drilling Co. J. B. White, President of A. J. O. Oil Company, Talco, Texas.
16. "Quite Fair Considering the Subjects" — says Col. Ernest O. Thompson, Gubernatorial Candidate, on his visit to Lufkin.Lufkin's Al Cudlipp on left.
17. Lufkin's Wichita Falls representative, Harold Blodgett.
18. Lufkin's Odessa representative, Bill Miner.
19. Magnolia's Talco office force. Right to left: F. C. Corbell, Mr. Whitle, I. L. Ault, G. I. Nixon, Mr. Pierce, C. E. Taylor.
20. J. H. Deffeyes, District Engineer, and O. Schmidt, Engineer of I.T.I.O., clocking Lufkin unit.

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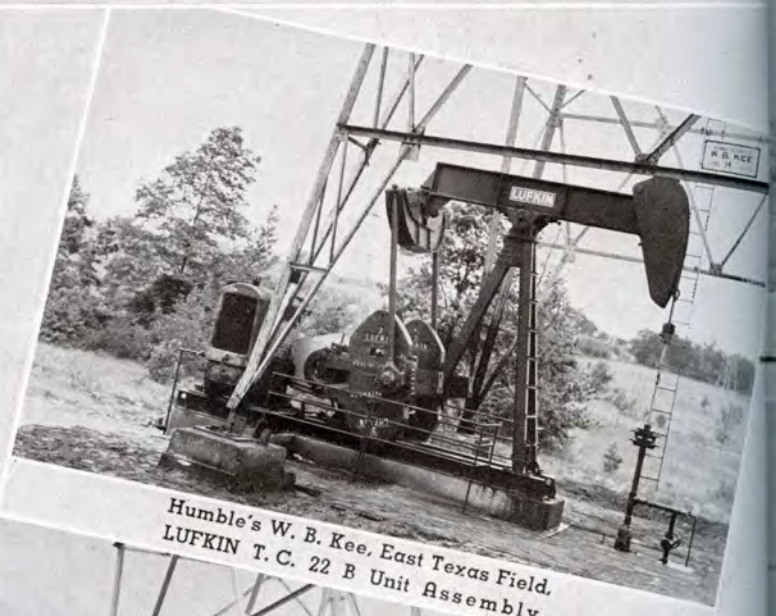
# Speaking of Installations




JONES-O'BRIEN, INC., EAST TEXAS FIELD, LUFKIN S.C. 26-C UNIT WITH BACK CRANK AND COUNTERBALANCE SWING




W. R. Nicholson, East Texas Field; LUFKIN Unit T.C. 31




Humble's W. B. Kee, East Texas Field, LUFKIN T. C. 22 B Unit Assembly.




Rudco Oil & Gas Co. S.S. Cook No. 6, LUFKIN S.C. 54 Unit with three well hookup

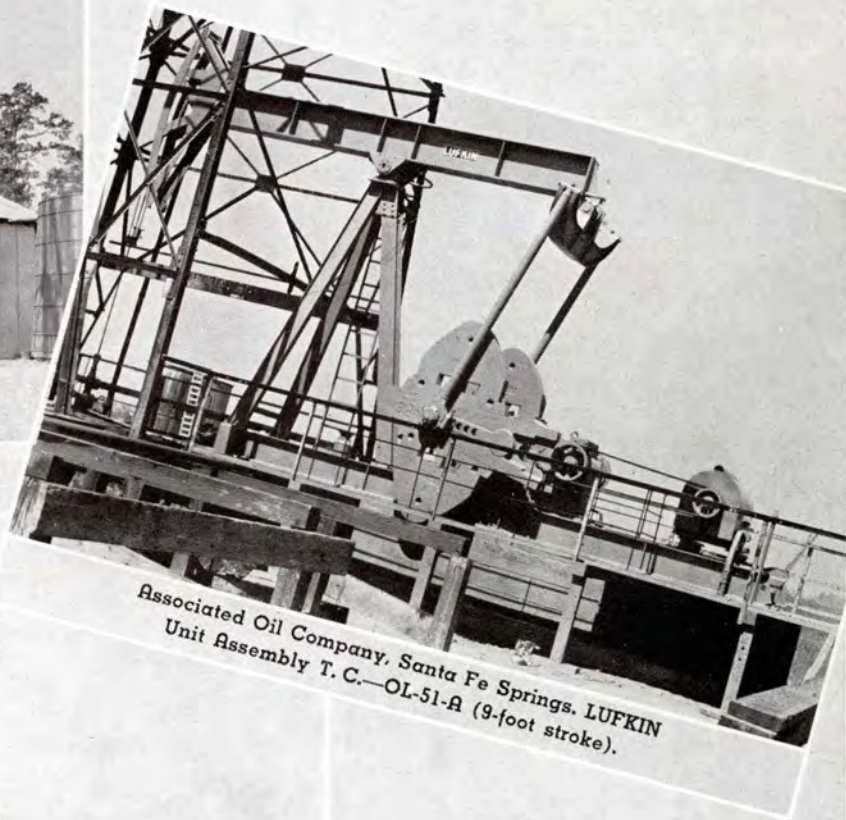
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LUFKIN'S GREAT BEND, KANSAS WAREHOUSE




Lease of Independent East Texas Operator, LUFKIN S.C. 26-C Unit assembly.



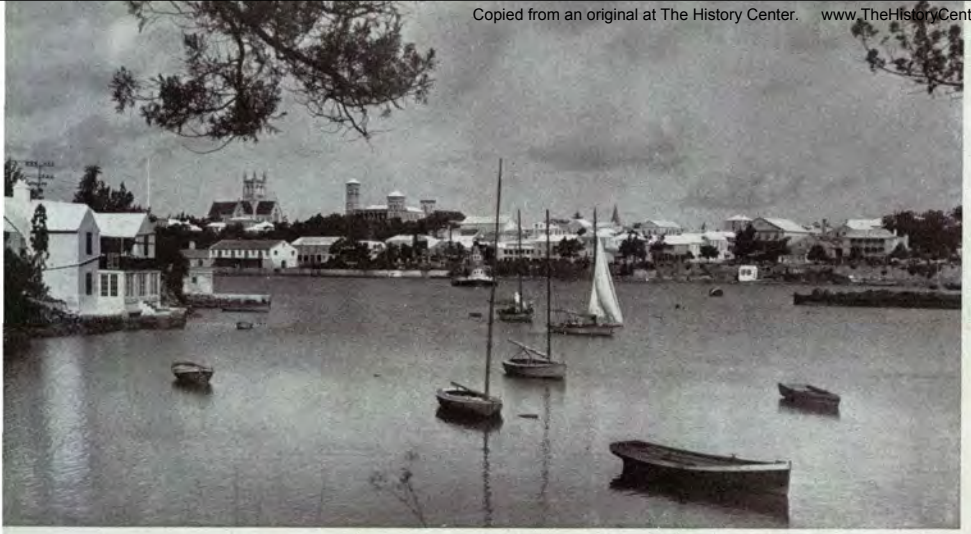

Associated Oil Company, Santa Fe Springs. LUFKIN Unit Assembly T. C.—OL-51-A (9-foot stroke).




Smith, Guerin & King, S. S. Cook No. 3, East Texas Field; LUFKIN S.C. 31 Assembly

Watch Lufkin!

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**BEAUTIFUL SCENE** of the harbor at Hamilton, Bermuda.

**Right: THIS VIEW OF BERMUDA** has changed but little since the islands were discovered by Juan Bermudez, a Spaniard who was shipwrecked early in the 16th century.

By JAMES ALBERT WALES

# I'VE BEEN ON A

A FRENCH COUNTESS at the Captain's table, on the voyage from New York to Bermuda, was asking what Bermuda was like.

"They have a promenade, yes? Rolling chairs as at Deauville? And a casino?"

"There isn't a rolling chair in Bermuda. No promenade, no boardwalk, no gambling casino. It's an ardent desire of Bermudians and regular visitors to keep the island quite unlike most of the seaside resorts or watering-places of Europe and America," I answered.

The titled lady wanted to get off the boat. Bermuda wasn't her kind of place at all! She had imagined she was going to some such resort as Palm Beach or Atlantic City.

I explained: "Bermuda appeals to persons of comparatively simple tastes. Persons who prefer natural amusements and outdoor sports. Persons who are not fond of dressing several times a day. People who like picnics—all that sort of thing."



**VIEW OF BEAUTIFUL CORAL BEACH, Bermuda.**—All photos by the Bermuda Trade Development Board.

Somehow, that last phrase almost seemed to sum it up.

Of course, there are all kinds of picnics, including the ones where the guests are said to be "roughing it" when they drink their champagne out of plain glasses. But only a limited number of fortunate persons really know how to enjoy an old-fashioned picnic.

Everyone in our party was for having a picnic soon after we landed.

We drove to a remote bay several miles from the capital city of Hamilton. We drove not in a motor car but in carriages. There are no motors in Bermuda, praise be.

Rowing to an island, we pulled our skiff up on the glistening beach of pink coral sand. There are over one hundred and fifty islands in the colony, and it is usually easy to find one unoccupied. The first part of the picnic program included a swim.

We separated to find convenient dressing places among cedar trees and rock caverns. No bathhouses were available on our island. In fact, they seldom are to be found in Bermuda—except at the regular bathing beaches—and no one cares.

Crystal clear, the salt water was transparent to a depth of fifty feet. The rays of the sub-tropical sun wove a dancing pattern on the gentle swell, and the surf was not too rough. Reflections on the coral sand beneath and the ever-changing clouds tinted the water emerald, opal, amethyst and sapphire.

After lunch our party explored the island and the neighboring mainland, visiting a tropical garden and a subterranean cave. Bermuda abounds in these natural marvels.

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YACHTSMEN of every degree are drawn to Bermuda waters where even the landlubber may try his hand in such sheltered bays as are here depicted. Left: RIDING is a delightful pastime on Bermuda's motorless roads.

# Bermuda Picnic

This Bermudian picnic typified the kind of enjoyment that many inhabitants and regular visitors seem to like best. Picnics would pall as a daily event, of course, and we included golf, tennis, sailing, fishing, riding, driving, cycling, sightseeing, and watching horse races, cricket and football.

We were told that one of the eighteen-hole golf courses is ranked among the finest four in the western hemisphere.

One morning we were all seated on the hotel verandah looking out over a vista of cedar-clad islands arising from a chameleon-colored sea. We were talking about Bermudian sports.

"It's all right to go in for wholesome fun," one man said, "but I think this old-fashioned idea is apt to be overdone. This absence of automobiles, for instance. I've only been here twenty-four hours and I must say I miss the noise and excitement of the old home town."

That brought a hearty laugh. The rest of us had felt much the same way at first—only to become so enchanted with the peaceful atmosphere of the islands that we dreaded having to leave!

Our friend soon felt as we did. But there are occasional exceptions, even in Bermuda. There are persons whose idea of a vacation is a continuous round of excitement. As a Bermudian expressed it to me: "I can't understand how some people can come down to this paradise of peace and quiet and outdoor life, and then racket around in the same conventional, tiresome way they do at home—it's entirely beyond me."

For all of our party sports provided enough excitement, and there was no lack of entertainments, such as afternoon teas and tennis parties and dances at the hotels. But even with the constant round of social gaieties, we felt that Bermuda was a place for persons of comparatively simple tastes.

There have been enough hotel guests and cottagers to crowd the colony during the height of both winter and summer seasons the last three years to keep it well filled even between seasons and to make liberal new accommodations necessary.

One of the leading Bermudians told us that they have appealed principally to the refined and discriminating, persons of artistic and literary tastes especially. It might seem difficult, if not impossible, they said, to keep out undesirables. But so many desirables come that scant

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BERMUDA EASTER LILIES and two of her fairest flowers.



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# Trailer Trail

■ CONTINUED FROM PAGE 5

to $50 among various states while others stubbornly refuse to respect the trailer licenses of sister states.

Seeing the trailer only as a menace, the city authorities of Omaha have decreed that all families who live in trailers must move on, and for one to pull a trailer through all the states having trailer legislation he would be obliged to bedeck it garishly with an array of red, green, blue, white, yellow, amber and crystal lights required under the various statutes.

Trailer prices range from less than $100 for a fair used cabin type to $4000 and up for de luxe models. Even the lower priced models have all the necessities, including electric wiring for plugging into camp circuits. The more expensive models are equipped with radio, electric refrigeration and air conditioning; electric stove, inter-connecting telephone and bath. Whereas there were not a dozen commercial makers of trailers a few years ago, now close to 400 find it difficult to keep output on par with the constantly increasing demand.

Average cost for pulling a trailer is about a quarter of a cent per mile. Speed, of course, affects the cost and speeds above 45 miles an hour are hazardous to the home and plumbing.

Commercial use of the trailer is finding a broad field. One specially built trailer is a traveling sample room for refrigerators. A builders' supply firm sends a huge trailer touring over the territory covered by its dozen branches,



and the townspeople gullibly crowd in to see what is inside. In Hollywood, a circulating library takes the books to the housewife in a trailer fitted with shelves. A Middle West dentist is going around with a completely equipped trailer to villages and farms, drumming up trade wherever he parks. Western Union boasts a fleet of mobile telegraph offices which can be rushed to the scene of major news events. A police station on wheels, a prospector's four-wheel burro, a trailer clinic for expectant mothers—all attest to the widespread use to which the enthusiastic trailerite puts his chariot.

To date, most people have not believed they possessed either the time or money to see America, but trailer manufacturers foresee a decided change in the habits, economic welfare and mental attitude of millions in this respect.

A recent survey discloses that throughout the nation a total of 357 trailer manufacturers turned out 53,646 trailers during one year, representing an output of $27,421,763.00. In Texas alone, nine manufacturers supplied 846 trailers in a single year, aggregating $323,175.00 in business volume. It is estimated that 70,000 additional trailers will find a place on the highways this year.

Today, the trailer is a reasonably safe, extremely compact modern cabin on wheels, with paneled walls, screened windows, curtains, electrical plugs and numerous efficiency gadgets to round out the picture of a modern trailer bungalow. If anything is missing no one has complained yet and next year's model will bring it to light. If—in the rush of orders—it is overlooked, it doesn't matter anyway for—

*"The gypsy trail runs wide and free,*
*Toward a flaming dawn and an opal sea."*

# Bermuda Picnic

■ CONTINUED FROM PAGE 17

room has been found available by others. The advertisements used by the Government have interested especially high class Americans and Canadians. These have come to Bermuda in constantly increasing numbers. One sees them in every group.

Many English travelers of the same type are beginning to make the long journey for the sake of finding the peace and charm Bermuda offers.

There are many very estimable men and women who find Bermuda not to their liking. There are others who rave over it and return again and again. It is all in the point of view.

Those who are caught by its charm are generally of one or two sorts. Seventeenth century charm, vivid-colored land and sea scenes for some; sport for the others.

Chacun à son goût. Blessed are the "people who like picnics," for they shall inherit Bermuda.



---

The negro parson was preaching from the text: "And darkness fell upon the earth, and gross darkness on the minds of the people."

"Now, brethren," he stated, "dere may be some of you who jes' doan' know what 'gross darkness' means. Well, Ah'll tell you. It's one hundred an' fo'ty fo' times darker than dark."

★

"Yes, the smallest things seem to upset my wife. The other day she was doing a cross-word puzzle and she asked me, 'What is a female sheep?' I said, 'Ewe', and she burst into tears."

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# The Lufkin Line

**Published to promote Friendship and Good Will with its customers and friends and to advance the interest of its products by the Lufkin Foundry & Machine Company, Lufkin, Texas**

**AL E. CUDLIPP, Editor**

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Henry Ford began business in a little shop with seventy-five men. Any one can see what would have happened had he called his men together every week and divided amongst them the week's profit. What would have been left for experiment, equipment, improvement and growth? Nothing. Profits support a business in the same way that wages support a family.

—*William J. Cameron, Ford Spokesman.*

★

He that establishes his arguments by noise and command, shows that his argument is weak.—*Montaigne.*

★

I would rather be able to appreciate the things I cannot have than to have the things I cannot appreciate.

—*Elbert Hubbard.*

★

A pretty good way to meet a good-looking nurse is to insist on having the right-of-way at all times when you are driving.

★

If he removes his hat in an elevator it means that he has: 1—good manners; 2—hair.—*Toledo Blade.*

★

It's a fine thing to be a gentleman, but it's an awful handicap in a good argument.

★

Common sense would avoid many divorces. Quite right. And common sense might avoid many marriages.

—*Osborn Enterprise.*

★

It is a pity to have such power that all things give way to you.

—*Montaigne.*

★

Friendship is to be valued for what there is in it, not for what can be gotton out of it.—*H. Clay Trumbull.*

You may be sure that a man is worth knowing if the good men of the neighborhood like him and the bad ones hate him.

★

Old-Fashioned Mama—"Be a good girl, and have a good time."

Daughter (on way to party)—"Make up your mind, Mother."

—*Cheeskraft.*

★

Good manners is the art of making those people easy with whom we converse. Whoever makes the fewest persons uneasy, is the best bred in the company.—*Swift.*

★

"Teacher, may I leave the room?"

"No, Rastus, you stay here like a good boy and fill up the ink wells."

The man had been thrown out of a Federal Relief office. "I only asked," he told the reporters, "who is going to take care of the unthrifty when all the thrifty are broke."

—*Nation's Business.*

★

New diplomatic explanation for "undeclared" wars: "The boys aren't at war. They're simply shooting the hell out of each other."

★

St. Peter was interviewing the fair damsel at the pearly gate. "Did you, while on earth, indulge in necking, petting, smoking or dancing?"

"Never," she retorted emphatically.

"Then, why haven't you reported sooner?" said St. Peter. "You've been dead a long time."

—*The Yellow Strand.*

★

Wrote hubby: "Dear Honey,
I send you no money;
Enclosed are two kisses instead.
I am frightfully blue,
The bills are all due;
I haven't a plan in my head."

"Dear Hubby, my life,
Need no money," wrote wife.
"Rush kisses the same as you sent,
With one of those smacks
I paid Groceryman Max;
With the other I settled the rent."

—E. H. H.

## Was It You?

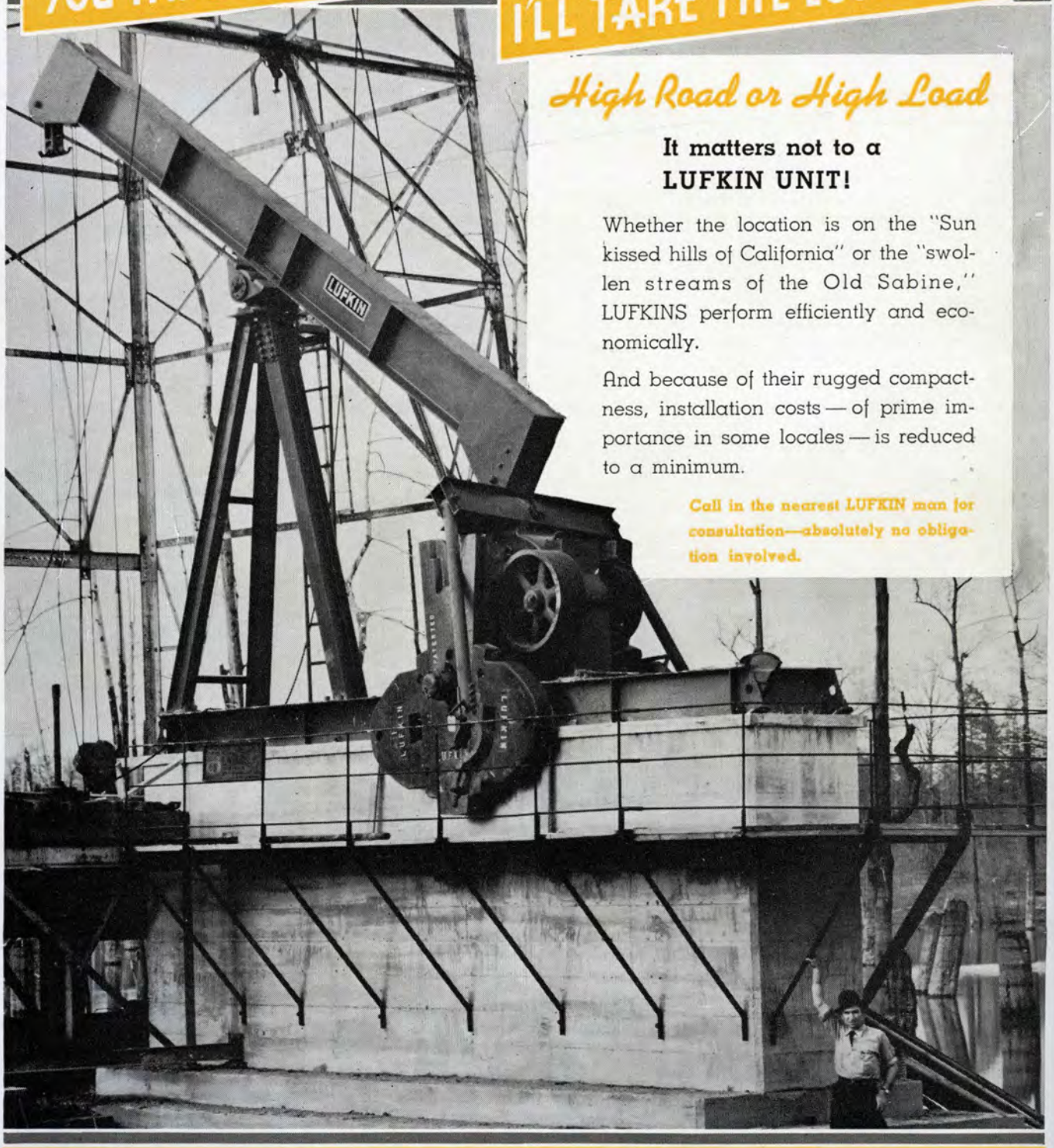
"Someone started the whole day wrong—was it you?
Someone robbed the day of its song—was it you?
Early this morning someone frowned,
Someone sulked until others scowled,
And soon harsh words were passed around—was it you?

Someone started the day right—was it you?
Someone made it happy and bright—was it you?
Early this morning, we are told,
Someone smiled, and all through the day
This smile encouraged young and old—was it you?

A little more smile, a little less frown,
A little less kicking a guy when he's down.
A little more "WE"—a little less "I,"
A little more laugh, a little less cry.
A little more flowers on the pathways of life,
And fewer on graves at the end of the strife."

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# YOU TAKE THE HIGH ROAD— I'LL TAKE THE LOW ROAD




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