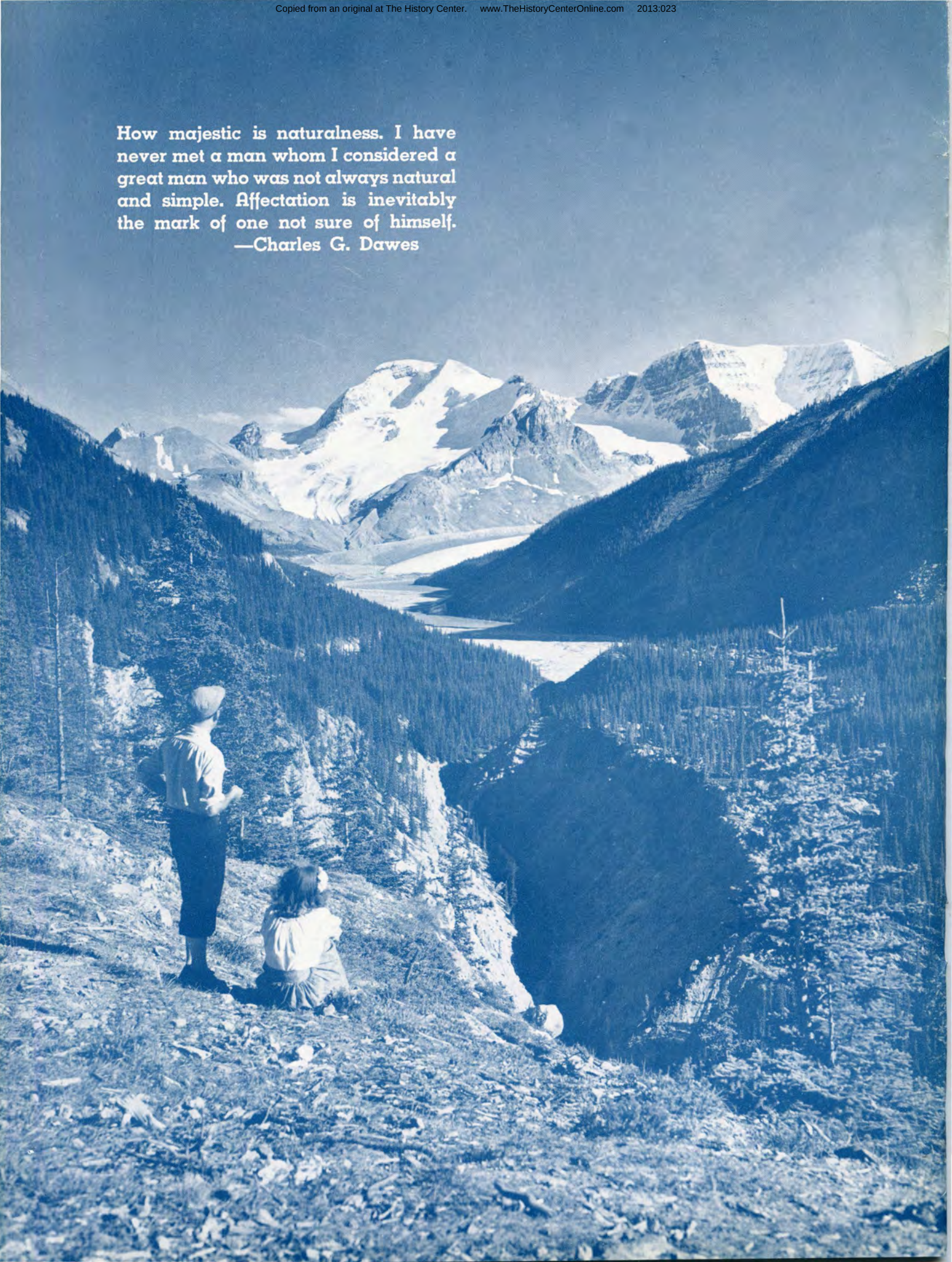
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THE Lufkin LINE

JANUARY - FEBRUARY • 1954

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How majestic is naturalness. I have never met a man whom I considered a great man who was not always natural and simple. Affectation is inevitably the mark of one not sure of himself.

—Charles G. Dawes

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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.
Virginia R. Allen, Editor

THE Lufkin LINE

JANUARY-FEBRUARY, 1954
Volume XXIV • Number 1

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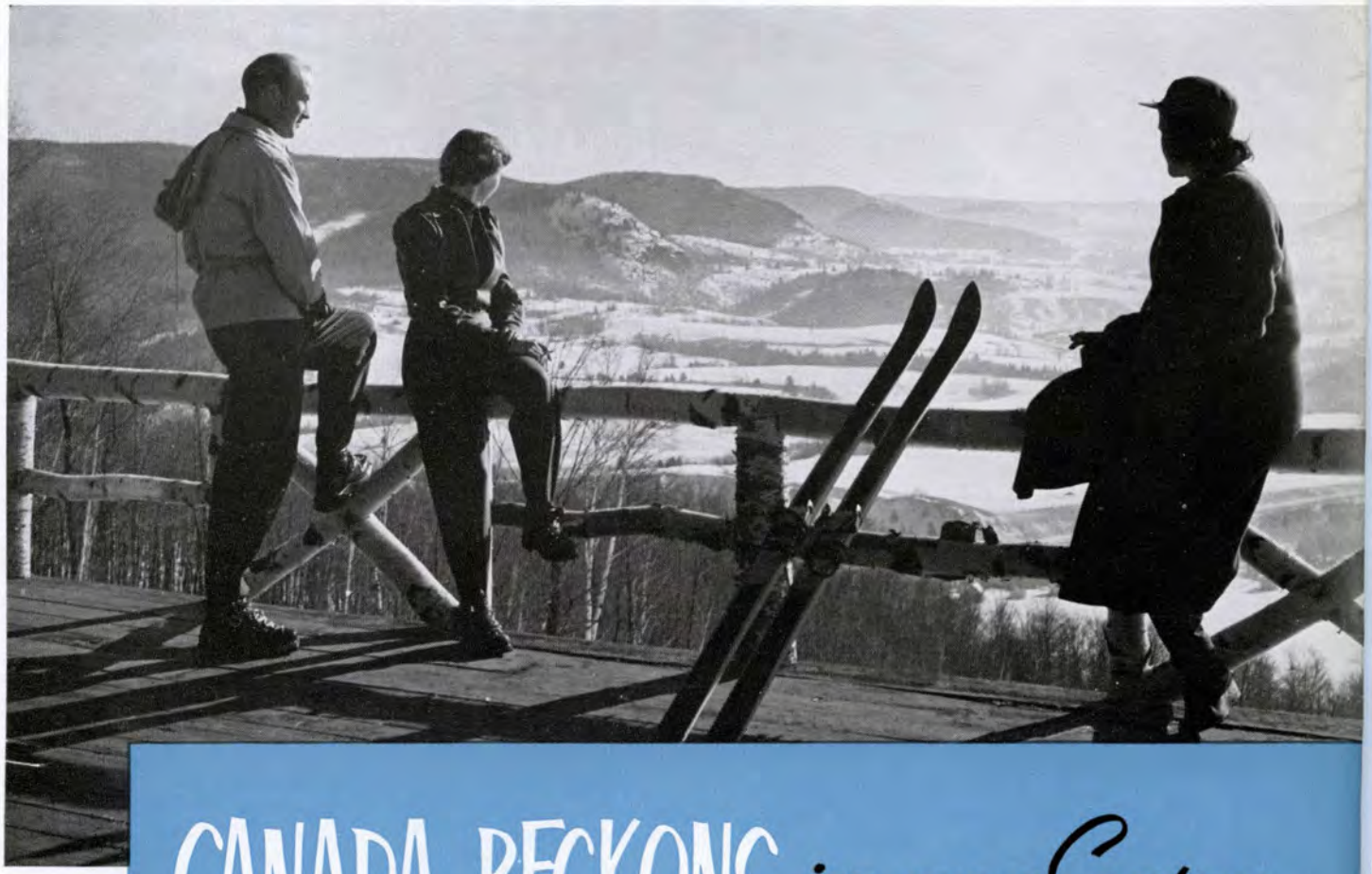
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CANADA BECKONS *in any Season*

AMERICANS in a holiday mood are tending to look to the north—to Canada—almost as eagerly in winter as in summer. From December to March, the country greets an invasion of thousands of visitors from New York, New England, the Midwest, and the Pacific states.

As the winter vacation idea gains steadily in favor, the Canadian countryside swarms with snowtime visitors, some with skis slung over their shoulders, others wishing to do nothing but watch the frost form on their breath in a pleasant snowtime setting. All find what they are looking for in Canada.

The mental picture of a Canadian winter which sometimes occurs to more southern neighbors is dramatic but fortunately unreal. A double-runner sleigh is pursued over wide expanses of snow by a pack of howling wolves. The frozen lovely aboard the sleigh has more than a fighting chance of being rescued by a red-coated Mountie.

In reality, the heroine is more likely to be driving a crimson club coupe. Wolves in wolves' clothing are rare. Vast expanses of snow—yes. But these have become the nation's profit. And while you may elect to take a short jaunt by sleigh, for longer trips Canada's excellent highways, railroads and airlines are recommended.

Canada has been graced with winter resorts for years, but their number has rapidly increased since the winter vacation habit developed. Quebec's Laurentian area alone has about a hundred and twenty-five lodges, ranging from palaces of luxury

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LEFT: This lookout is at a ski resort in the Laurentians. In the valley below lies a small village.

ABOVE: Skiing at its scenic best is found in the enormous peaks of the Rockies in Western Canada.

to pensions of modest comfort. Most of these sprang up originally to accommodate the ever-growing influx of skiers, but today they attract almost as many non-skiers.

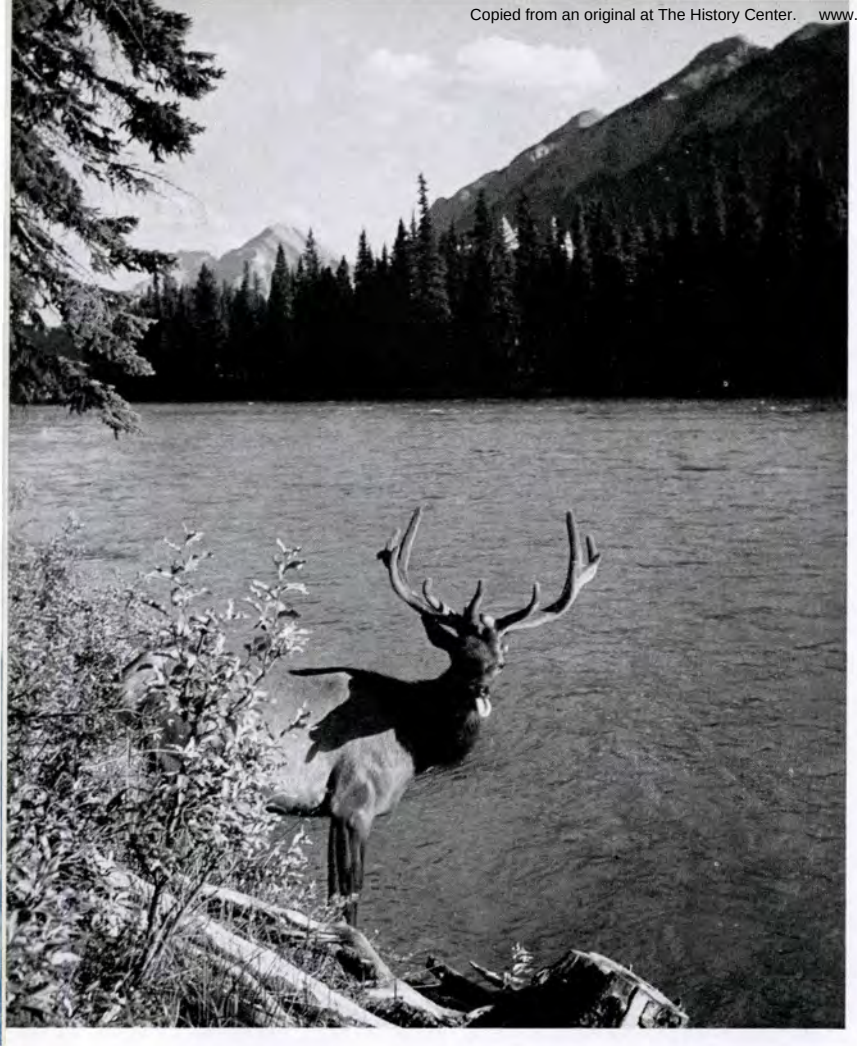
Though skiing is undoubtedly the No. 1 winter sport in Canada, it is not the only one. A winter holiday in Canada need not necessarily be a continuing dispute with the law of gravity. Lodge operators are well aware that it takes all kinds to make a world, and they make suitable provision for the entertainment of non-skiers. Sleigh-rides, ski-joring, hockey games, tobogganing, skating, and even sun-bathing are but a few of the pastimes offered by the major resorts. Ice windbreaks are a fetching accessory for sun lovers, at some resourceful centers.

The evenings are also well taken care of. Particularly in the Laurentians, the most highly developed of Canada's winter vacationlands, there is little chance of boredom. Lounges, cocktail bars, and amiable companions who share the special gaiety of a winter vacation, are guarantee against such an unlikely circumstance. Holidays are celebrated with suitable festivities and many centers hold colorful winter carnivals.

IN BANFF National Park in Alberta, trail riders witness majestic splendor surrounding Lake Louise.



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With its array of optional activity, the Canadian winter resort offers much for the spectator. There are few pleasures in life more enjoyable than looking on while other people exert themselves. The competitive ski events which are a feature at most centers are a special opportunity to exercise the privilege of interested gawping, but any day at all brings forth such chances. The hills are daily alive with hurtling skiers who don't dislike an audience.

Several Canadian resorts have chair lifts to transport both skiers and observers up mountainsides with the minimum of effort. When non-skiers have finished contemplating the scenery and the artivity, they may ride back down. The lift is necessarily a scenic means of transportation, and provides a convenient and comfortable way to get the best view of a landscape where any view's a good one.

In fact, it's worth a trip just to gaze on the unearthly beauty of the Canadian countryside in winter. Snow may be cold, but it's beautiful stuff.

ABOVE: A saucy elk like this one is apt to greet a photographer on the banks of Bow River near Banff.

BELOW: Springtime motoring on highways in Canada offers scenic contrasts to please all tourists.



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Whatever your taste in winter scenery you can find your ideal somewhere in Canada—among the enormous peaks of the western Rockies or on the gentler slopes of Quebec and Ontario.

BUT IF you are vacation-minded only in the spring of the year, then Canada still beckons to you.

Springtime in Canada is a season of sudden excitement as the countryside swiftly sheds its graying mantle and decks itself in festive green. Spring has more contrasts in Canada than anywhere else.

The crocuses on Parliament Hill in Ottawa are the first signs of spring's coming in Canada's capital, when winter's frosty glisten disappears from the lofty Peace Tower. A little later, a city-wide burst of color marks the full arrival of the season, as daffodils and tulips emerge by the hundreds of thousands to paint Ottawa's lawns, parks and 22 miles of scenic driveways.

Canada's orchard lands in springtime offer a delightful variety of flowering beauty. In British Columbia's Okanagan Valley a scenic highway passes through alpine meadows and a tide of apple blossoms. The Okanagan boasts 2,000 hours of sunshine each year. All through British Columbia spring comes early, and the first lily in a Victoria garden is apt to emerge in March.

Ontario's Niagara Peninsula is one of the country's most verdant areas. Blossom time there occurs about the middle of May and is an attraction to springtime motorists from all over New York and Pennsylvania. The Peninsula is a spectacular display of pink and white blooms when the season nears its peak at the end of May. About the same time the Apple Blossom Festival in Nova Scotia's Annapolis Valley attracts thousands of motorists from the New England states. They may drive through a 100-mile belt of blossoming apple orchards.

For those who fancy a little early fishing, the beginning of April opens the New Brunswick season for landlocked salmon, as well as rainbow trout. Salmon angling in the famed Restigouche River starts at the end of May. Nova Scotia's open season on these fish is about the middle of April. There's good fishing when springtime comes in Western Canada, especially in British Columbia.

In Quebec one of the spring's first signs are the sugaring-off parties held in the maple groves of the Laurentian Mountains and the Gatineau Hills. There's a sweet fragrance in the iron syrup pots soon after the sap starts running in French Canada. Maple taffy on a piece of crusty snow is a very special seasonal treat.



WESTERN Canada offers early Spring fishing as a special attraction to lure early-season travelers.

Spring skiing in the Canadian Rockies and the Laurentians is unalloyed pleasure. Good skiing lasts well into April, and in the higher western country into June. There's no fear of frostbite, and a swim suit could suffice for ski wear.

Canada's system of highways, well marked and conveniently numbered, simplifies the task of mapping a springtime motor trip. These modern roadways connect all major cities and lead into all Canadian vacation areas.

The wildlife in Canada's 17 scenic national parks are particularly engaging when springtime stirs them from their winter quiet. Everywhere are signs of new life in these great game sanctuaries where the creatures of the Canadian wild roam in safety.

The 600 fine golf courses in Canada are ready for their guests soon after winter's end, and many all-year vacation resorts offer accommodation without the need for reservations. Lakes and rivers brim with winter's melted snows, and Canadian forests and meadows are fragrant with wild flowers and new foliage. Highway improvements and additional accommodation completed in 1952 are ready for travelers' use.

Any time's the time for a Canadian visit, but springtime has a flavor all its own.

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VICTORIA Glacier forms a majestic backdrop for Lake Louise near the Banff-Jasper Hwy. in Alberta.

STILL if you must wait for the kids to get out of school, so they can join you in your trek northward, then summer vacationing in Canada is just your dish. Why not choose one of the national parks?—Banff National Park in Alberta is a scenic paradise.

Nature has filled Banff National Park with lofty peaks, wooded valleys, rivers, glaciers, meadows of wildflowers, lakes, waterfalls, canyons, hot mineral springs, and mountain wildlife. To these have been added good highways, rail and air services, plenty of comfortable accommodation and almost every conceivable type of year-round recreation. It's little wonder that this Rocky Mountain playground in Alberta is world-renowned.

The town of Banff, almost a mile high, nestles in the valley where the Bow and Spray rivers meet. Sheltered by towering mountains, it has a typically western main street, broad and flanked by wide avenues. Holiday hotels, modern restaurants, a wild animal corral, liveries for horses and boats, the Banff School of Fine Arts and the nearby swimming pools fed by hot mineral springs make Banff an attractive vacation town. On the outskirts, a scenic chair lift carries sightseers to the 7,000-foot level on Mount Norquay for a spectacular panoramic view of the surrounding mountains and valleys. The Hoodoos, grotesque clay pillars carved by nature, are within a short walk from the town.

A mile south of Banff, reached by a tree-lined avenue, is Banff Springs Hotel, with its metropolitan luxury, indoor and outdoor swimming pools and truly magnificent golf course. The drive from the first tee is across a tumbling river, and every championship hole has a breath-taking mountain backdrop. Trail riding, dancing, angling, tennis and sightseeing are all part of the hotel's vacation schedule.

About 40 miles from Banff along a broad highway that parallels the Bow River is Lake Louise, set in an amphitheatre of enchantment. Chauteau

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THESE Indian youngsters, dressed in buckskin garb and feathers, are ski-joring near Banff, Alberta.

Lake Louise, another luxury mountain resort, faces across the jade-green water to mighty Victoria Glacier with its snowfield 400 feet deep. Mount Temple, Valley of Ten Peaks, Moraine Lake, "Lakes in the Clouds" and the Plain of Six Glaciers are all linked by roads or well-tended trails to this Canadian beauty spot.

Because the park is a wildlife sanctuary, wild animals abound within its borders. Bighorn sheep and Rocky Mountain goat, mule deer, elk, black and grizzly bear, moose and cougar range its forests and uplands. Bands of Bighorn sheep often make use of the park highways, while clowning bears frolic on the fairways of the golf course.

Constant restocking of lakes and streams by the Banff fish hatchery assures good angling in the park. The Great Lake trout in Lake Minnewanka are notorious tackle busters, while Rainbow, Cutthroat, Eastern Brook trout and Dolly Varden, bred in glacial lakes and streams, are a fighting challenge to the angler.

Chalets, bungalow camps, hikers' hotels, lodges and resort hotels provide splendid accommodation in Banff National Park. For the camper and trailer traveler, well-equipped camp-grounds and trailer parks have been laid out in delightful settings along the way. A booklet entitled "Accommodation in Canada's National Parks" gives names, location, capacity, rates and plan. This and other information booklets are available on request from the Canadian Government Travel Bureau, Ottawa.

THE beautiful Gothic lines of the Peace Tower of Ottawa's Parliament Buildings fascinate visitors.



Banff National Park is reached from the west by the Big Bend Highway through British Columbia, from the east by way of Calgary, Alberta, from the south by the Banff-Windermere Highway, or from the north along the famed Banff-Jasper Highway from Jasper Park. One of the continent's most scenic drives, the Banff-Jasper Highway winds for 185 miles through the valleys of the Bow, Mistaya, North Saskatchewan, Sunwapta and Athabasca Rivers. Overlooking the highway is the vast Columbia Icefield, more than 100 square miles of deep blue ice lying across the backbone of the continent. You can drive to the edge of the Athabasca Glacier, then lunch at the picturesque Icefields Chalet.

Panther Falls, dropping 600 feet to the floor of the valley, emerald-hued Peyto Lake lying at the foot of Peyto Glacier, Johnston Canyon, and Mistaya Canyon are among the sightseeing highlights along the Banff section of the Highway.

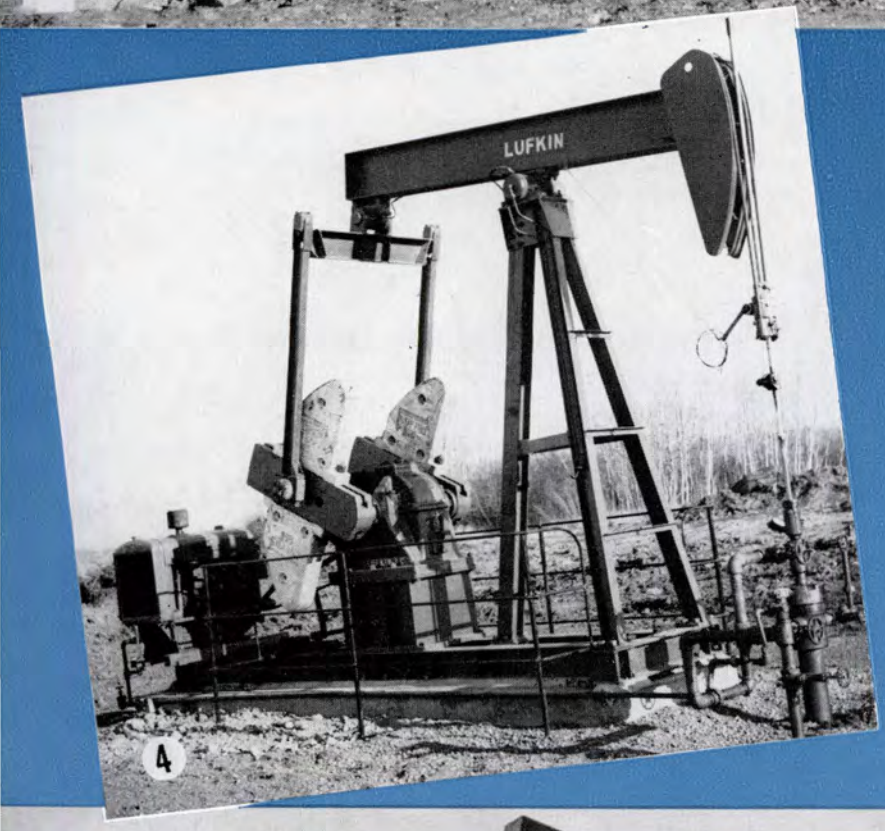
AND THUS, it matters not what season of the year you choose, just so you choose Canada and its scenic grandeur for your next vacation-land.

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1





4

LUFKIN

1 LUFKIN TC-44A-15B Unit, Marjack Oil Company, Leduc Field, Alberta.

2 LUFKIN T5A-80DB Unit, Royalite Oil Co., Coleville, Saskatchewan.

3 LUFKIN T5A-80DB Unit, Imperial Oil Ltd., Armena Field.

4 LUFKIN T5A-7C Unit, Bay Petroleum Co., Camrose Field, Alberta.



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Installations

5 LUFKIN T5A-7C Unit, Imperial Oil Ltd., Armena Field.

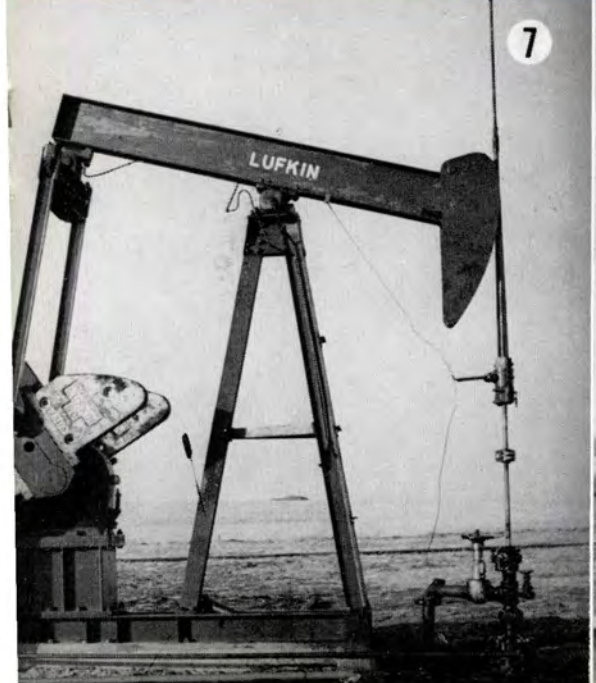
6 LUFKIN T5A-80DB Unit, Phillips Petroleum Company, Armena Field.

7 LUFKIN T5A-80DB Unit, Imperial Oil Ltd., Smiley, Saskatchewan.

8 LUFKIN TC-44-15B Unit, Jarjack Oil Co., Leduc Field, Alberta.



5



7



8

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Royalite Oil Co.
Coleville, Saskatchewan



LYMAN KNIGHT
Royalite Oil Co.
Coleville, Saskatchewan



KEN RONAUGHAN
Royalite Oil Co.
Coleville, Saskatchewan



NICK UNICHUK, left, and DICK FISHER
Petrol Structors Ltd.
Calgary, Alberta



NEVILLE WRIGHT
Royalite Oil Co.
Coleville, Saskatchewan



KEN EARL
Royalite Oil Co.
Coleville, Saskatchewan



DON FAIRWEATHER
Royalite Oil Co.
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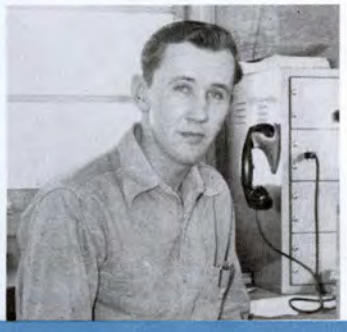
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SYB THORNE
Socony-Vacuum Exploration Co.
Fosterton, Saskatchewan



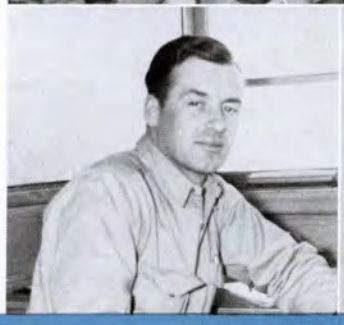
Left to right: front row: WALTER ROSMUSSEN, JOHNNY NICHOLS, JACK McCASKILL, HOWARD COMFORT. Back row: ROY HANNIGAN, DON McMURPHY, GORDON HAIGHT, DOUG SMITH, BRUCE SHEARER, ROGER COUTURE, and ALEX BAILEY, all with Imperial Oil Ltd., Redwater, Alberta.



SID HAUKEDAL, Socony-Vacuum Exploration Co., Fosterton, Saskatchewan

ED BARROLL, Socony Vacuum Exploration Co., Fosterton Saskatchewan

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MORRIS KITTLESON, Albercan Oil Co., Coleville, Saskatchewan

LEN RUZICKI, left, and BOB DUNLOP, Lufkin Machine Co., Ltd., Edmonton, Alberta

LEN KERKHOFF, Union Oil of California, Edmonton, Alberta



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A MOUNTIE uses many modes of transportation, including a canoe on Saskatchewan Lake.



MEN and horses receive rigid training before they are ready to work as a team on the Mountie force.

ROMANCE IN THE NORTHWEST

THE SCARLET TUNIC of the Royal Canadian Mounted Police has long been a sign of friendly authority in Canada's West and a symbol of courage and adventure to the world at large. Originally provided in response to the Indians' admiration for the red coats of Queen Victoria's soldiers, it has withstood the rigors of the years of change. Though canoes have been turned in for seaplanes, the scarlet tunic remains.

The Mounties' motto "maintiens le droit," is more literally translated as "keep the law" than as "get your man." Their original purpose was to establish order in the vast unsettled prairie regions, but they have since proved handy in many ways, including the conduct of the second world war. They are Canada's federal police system, and as well, perform the functions of provincial police in all the provinces except Ontario and Quebec. The strength of the Force, which began with about three hundred men, is now about five thousand.

The Mounties were formed, as the North West Mounted Police, soon after the adoption of the British North America Act. In 1873, they set out on their long trek to bridge the plains, pacify the warring tribes and protect the country from adventurers. Within two years they had become firmly established and had won the confidence and respect of native chiefs and peoples alike.

But a few unsettled periods were experienced before the West could achieve an orderly and peaceful life. The first of these was the aftermath of the Battle of the Little Big Horn (Custer's Last Stand) in 1876, when American reprisals sent Sioux refugees hurrying north. Life and property along hundreds of miles of restless boundary depended on a handful of Mounted Police. Next, the construction of the trans-continental railroad brought new difficulties and soon had the Indians and halfbreeds clamoring for action against the intruding Easterners. In 1885, resentment erupted into open hostilities. Through these emergencies the Mounties were aided by the steadfast loyalty of Crowfoot, chief of the powerful Blackfeet Confederacy.

After the rebellion of 1885 had been put down, new settlers swarmed into the empty plains and settled down to wheat farming and cattle raising. The West became comparatively quiet.

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THE POLICE now turned their attention to the North. By 1895, thousands of prospectors were flocking to the Yukon gold fields and it became obvious that some sort of police control was needed. A detachment of 20 officers and men struggled to maintain order until 1898, by which time the population had reached 20,000. A judicial district was then established with headquarters at Dawson City, and the Yukon was constituted a separate territory. By 1903, many posts were opened in the sub-Arctic, extending the Mounties' beat from the International Boundary to the Polar Sea and from Hudson Bay to the Alaskan Border.

World recognition came when Mounties rode in London at the Queen's Jubilee, and again in 1904 when their brilliant and steadfast service was rewarded with the prefix "Royal." The Royal North West Mounted Police continued the mission of justice begun by the North West Mounted Police and from then until the First World War covered thousands of miles by horseback, dog sled, and canoe. During the War they were reduced to about 300 members, but after the Armistice their strength rose again to 1,200.

Jurisdiction was now extended to British Columbia, so that the force then covered the whole of Canada. In 1920, headquarters were transferred from Regina to Ottawa, and the force was renamed the Royal Canadian Mounted Police.

By this time the force, in step with progress, began to use aircraft, and in 1924, their famous Arctic patrols pushed deep into the Eskimo domain. The most important exploration since then was the forcing of the North West passage in 1942 by the RCMP schooner St. Roch. The historic trip from Vancouver to Halifax lasted 28 months.



VARIED duties are the lot of a Mountie. Here atop Sulphur Mountain in Banff Park he helps an Indian.



SKILLED dogteams are used regularly for patrols in the frozen northlands by the stalwart Mounties.

IN 1931, the force was fully modernized. The Marine Section was formed to police the Atlantic and Pacific coasts. The Aviation Section, formed in 1937, eliminated the long and tedious overland journeys. The Marine Section during World War II was transferred to the Royal Canadian Navy. Its members filled key positions in the rapidly expanding naval service, and casualties amounted to 41 percent of the establishment. After the war, a new RCMP fleet was put in operation.

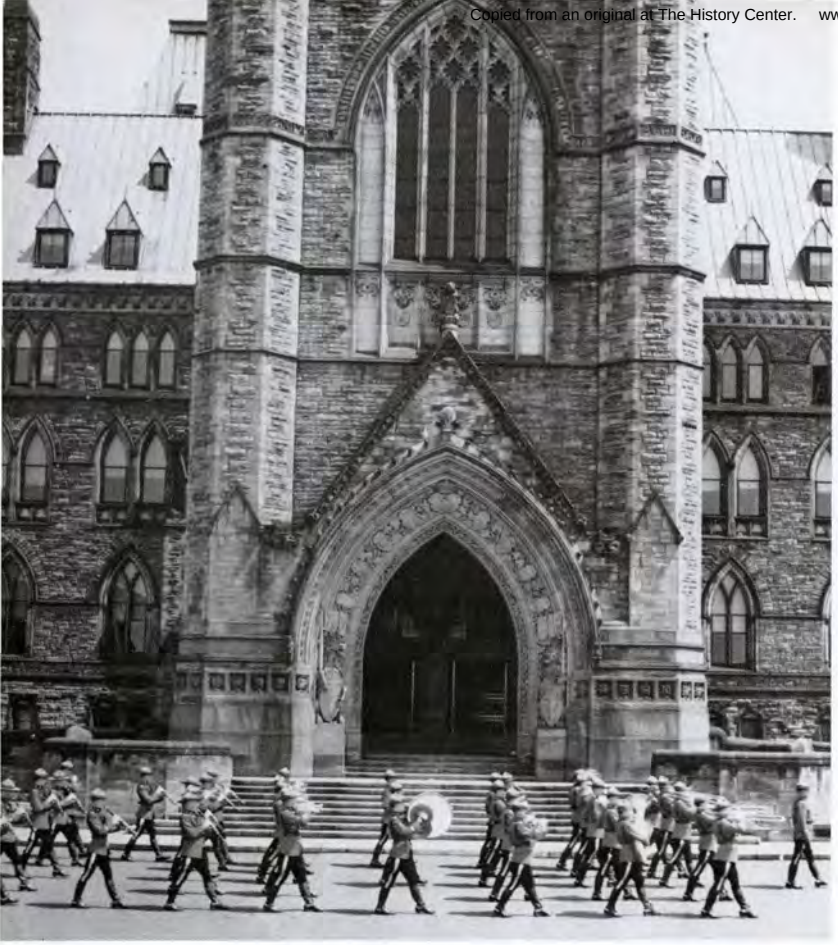
Most of the Aviation Section was taken over by the RCAF, but it continued to make many northern flights on police and defense missions until it was re-formed in 1946.

The RCMP further contributed to the Canadian armed forces a Provost Company which provided the bulk of provost officer personnel for military police work. They also helped to re-organize and direct police systems, fire departments and civil defense in occupied countries.

The major task of the Mounties during the war, however, was guarding essential industry and implementing anti-sabotage and protective measures. Their counter-espionage was so successful that subversive activities in Canada were almost negligible.

Though its character has changed greatly since its formation eighty years ago, the RCMP still reflects much of the glamour of the frontier through its far-flung detachments. Assignments range from Arctic patrolling to prevention work on narcotics,

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SOMETHING splendid to see is the parade at Parliament Hill by the brilliantly attired RCMP band.

counterfeiting, illicit distilling, and identification and classification of criminals. The RCMP also works with the FBI in criminal and intelligence service cases. It makes reports on migratory birds, fur-bearing animals and hunting out of season, takes part in the application of customs and excise laws and, to a small extent, of immigration regulations. It investigates naturalization papers and passports, makes inquiries on applicants for civil service positions, and enforces statutes governing Indians.

FOR ALL THESE TASKS, men of many types and talents are needed. But each candidate must have integrity, intelligence and a sense of responsibility. Recruits are selected by the usual educational examinations, plus an intelligence test and a patterned interview. Careful selection is followed by periodic interviews throughout their careers.

The recruit's initial training includes drilling, horsemanship, marksmanship, study of criminal law, aids to investigation, public relations and many other matters, including swimming and life saving. The riding school, with its gruelling routine, is a splendid form of physical culture and character development, an incomparable school of audacity, calmness, perseverance, mental alertness and sportsmanship. L'esprit cavalier helps to maintain l'esprit de corps.

The RCMP has inaugurated a series of talks which are given to school groups upon request. They stress the fact that the police in Canada are not the armed representatives of any particular section, but are citizens acting on behalf of their fellow citizens, preserving the liberties of the individual and interfering only when such freedom degenerates into licence.

The force always has more applicants than it can handle, and only a few months ago completed a recruiting program which brought its strength to its present level. The first few months of training are particularly rigorous, and they usually are followed by the recruits' posting to a small detachment with a corporal in charge.

Life isn't easy in the RCMP but its members find it satisfying. Many of them, retiring on pension at a comparatively early age, move on to responsible police positions in industry and municipal service. There they still may keep the law in the Redcoats' proud tradition.

The scarlet tunic is now worn in the RCMP as ceremonial dress and for their workaday duties, a more sombre garb is donned. But for parades, the famous musical ride or for traffic duty on Parliament Hill, the red serge jackets are worn—summer heat or no.

ST. ROCH schooner completed the famed North West Passage trip from Vancouver to Halifax in 28 months.



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Bemli, the Roadrunner WINS DMAA AWARD



L. B. BROWN, president of Best Motor Lines, and Mary Cahill, creator of "Bemli," hold best of industry award won in DMAA campaign. Others are producers of winning mail piece.

BEST Motor Lines, Incorporated, of Dallas, Texas, has been named the winner in the national annual "Best of Industry Contest," freight and transportation category, by the national Direct Mail Advertising Association, it was announced by L. B. Brown, president.

The annual contest, sponsored by the Direct Mail Association, provides for awards in the various categories of industry and commerce.

Best's winner in the 1953 contest was a two-color Calmanac Blotter campaign. The blotter featured the Best Motor Lines' mascot, "Bemli—the Roadrunner," which was cleverly caricatured in various situations. The caricatures were accompanied by copy describing the scene.

The Best Motor Lines program was initiated by W. L. Fayle, vice-president in charge of traffic and sales, who launched the campaign in January of this year.

Certificates of Merit for the mailing piece were awarded to five Dallas people. The certificates went to: Mary C. Cahill, creator of "Bemli" and the campaign; Margo Pisillo, commercial artist; William Wagley for John A. Scott, typographers; John K. Caddell, Continental Engraving Company, engravers; and Herbert Stellmacher of Stellmacher and Son, printers. Mr. Brown presented the certificates at a Dallas Advertising League luncheon.

Best Motor Lines, Incorporated, one of the nation's outstanding motor-line companies, operates in Texas, Oklahoma, Missouri, Illinois, Indiana and Ohio from 12 major terminal cities. Company headquarters are located in Dallas.

JUST A FRIENDLY WELCOME

FOR a story about a truck driver's generosity, James E. Taylor, executive director of Texas Motor Transport Association, offers this account:

R. B. King, an Arizonian, was on his way to a new home in the Rio Grande Valley of Texas during a recent week end. Between Georgetown and Austin, Texas, his car stalled. He was stymied until a Dallas truck driver at the wheel of a margarine truck pulled over to the side of the road.

The truck driver got out and fixed the car. While he was about it, Mr. King's five-year-old daughter asked for some candy. She had already eaten too much candy that day, and her father gave her a short answer: "We're broke."

The truck driver refused pay for fixing the auto and drove off.

When Mr. King got to Austin, he discovered a $5 bill tucked under the horn button on the steering wheel. Actually, he wasn't hard up.

Anyhow, he telephoned the Texas Motor Transport Association to tell about it. He didn't know the driver's name. "Just tell him 'God bless you,' " he said. It was a swell welcome for Mr. King to a new home.

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OUR OFFICERS AND BOARD OF DIRECTORS

OFFICERS AND DIRECTORS of Lufkin Foundry and Machine Company. Seated, left to right: E. L. KURTH, director; ELI WIENER, director; J. H. KURTH, JR., vice-president; W. W. TROUT, president.

Standing, left to right: S. W. HENDERSON, JR., director; M. L. WILKINSON, secretary; E. P. TROUT, vice-president; A. E. CUDLIPP, vice-president; JACQUES L. WIENER, director; and L. A. LITTLE, vice-president. E. H. BOUNDS, treasurer, was not present when this picture was made.

THE Officers and Board of Directors of Lufkin Foundry and Machine Company include W. W. Trout, president; J. H. Kurth, Jr., of Houston, vice-president; A. E. Cudlipp, vice-president; L. A. Little, vice-president; E. P. Trout, vice-president; M. L. Wilkinson, secretary; E. H. Bounds, treasurer; E. L. Kurth, of Keltys, director; S. W. Henderson, Jr. of Lufkin, director; Eli Wiener of Dallas, director; and Jacques L. Wiener of Shreveport, Louisiana, director.

W. W. Trout and E. P. Trout are sons of the late President W. C. Trout who served as the executive head of the Lufkin Foundry and Machine Company for many years until his death in 1947.

These two officers together with Mr. Cudlipp, Mr. Little, Mr. Wilkinson and Mr. Bounds are active in the management of the business.

J. H. and E. L. Kurth, and Mr. Henderson are sons of two of the original Founders of this Company.

Eli Wiener was the first Secretary, and two years ago at the Fiftieth Anniversary Annual Meeting, made the motion for the second time in his career renewing the Company's charter.

The Kurths, Hendersons, Wieners, and Trouts have extensive holdings in lumber, paper manufacturing and banking in Texas, as did their forbears before them. All are now active in local, state and national business and civic affairs.

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Jock McDougal had blown his lassie to a movie and even hailed a cab to take her home. As they were riding along she, knowing his natural bent concerning money, remarked: "Oh, Jock, it does make me feel awfully wicked riding like this."

At that Jock cheered up tremendously.

"Then, maybe," said he, "it'll be worth the money after all."

"Heavy date you had last night. Have a good time?"

"Rotten!"

"Whatsamatter?"

"Did you ever enjoy a book with the last chapter missing?"

An airline passenger rushed into the ticket office in San Francisco the other day, clutching his ticket in one hand and his hat in the other:

"Has the limousine for the flight to New York left yet?" he hollered, all out of breath and wringing wet.

The ticket girl took her time about looking up, and replied in her most soothing tone, "No sir, it's just outside the door. Hop in."

The man rushed off. All was serene for a couple of hours. Then who should appear at the counter again but the same passenger, no longer panting, and with a look of resignation written all over his face. "I have just had a two-hour tour of Chinatown," he announced. "What do I do now?"

Man is like a worm . . . some chicken always gets him.

Jeanne: "Tom and I drove past your house last night about midnight, but I guess you were not at home; the house was dark."

Pearl: "Just because the lights in the house were out, doesn't mean the current was turned off."

Then there was the farmer who had such a beautiful hired girl that he just couldn't keep his hands off of her. He finally fired his hands and bought a tractor.

He strutted into the bar and ordered drinks for everybody. When asked why he was celebrating, he explained, "The wife just gave birth to a baby. I'm a daddy! Come on, everybody: drink!"

"What the hell are you bragging about," said one of the bar habitues. "It was a cinch for you. Your wife went through all the suffering. What are you so proud of?"

The new papa straightened haughtily: "Well, I gave her the idea, didn't I?"

The driller was complaining about his wages:

After you figure food, clothes and rent I have only $60 left for the necessities of life, and half the time they ain't hardly fit to drink."

Father Rabbit: "What's Junior so elated about?"

Mother Rabbit: "He learned to multiply today!"

The two girls were discussing various dates. "Why didn't you go to that good-looking fellow's apartment?" Mary asked Lou.

"Because," Lou replied, "all I get when I go to his apartment is rum and coax."

Middle Age: When women won't admit their age, and men won't act theirs.

"Do any of your boy friends try to go too far when they take you out driving?"

"Yes, they drive too far; it wastes time."

Old maids, it is said are born—not made.

Lucky Woman: One who has a cigarette lighter and a husband—both of whom work.

Co-ed (dreamily): "Did you ever see the man in the moon?"

Snake (absent-mindedly): "No, but I've seen a lady in the sun."

The driller, who had a reputation as a smooth operator, and we don't mean oil operator, answered his telephone and heard a female voice ask plaintively, "Do you remember me? We met at a party about four months ago and you persuaded me to go to your place for a drink."

"Oh yes, I remember."

"Do you remember how you talked me into being a good sport?"

"Yes, I remember."

"Well, now I'm 'expecting' and I'm going to kill myself."

"By golly, you *are* a good sport, aren't you?"

As the young lady oyster snuggled back into the sea after her first date with the dashing lobster, she nudged her girl friend and whispered: "It was wonderful. Simply wonderful. He took me to that secluded rock near the sandbar, looked into my eyes, whispered sweet nothings in my ear, put his arms around me, and then . . ."

As she uttered these last words the lady oyster clutched her throat and groaned in mortification. "Oh, Good Lord—my pearls!"

Mose: "Listen to me, Lawyer Bigbrain! My gal Daisy say I gotta' marry her 'cause she is going to have a baby. I sez I ain't de pappy. How 'bout dat?"

"Hmmm," said Lawyer Bigbrain, "let me look into dat."

He started thumbing through his big law book, and came up with this answer: "Sho do look lak you gwine to have to marry up wid dat gal. It says here on page 454, 'If on de date of maturity, the maker of a note cannot be found, the last indorser will be held responsible.' "

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Just a Reminder

OF THE WELL KNOWN RUGGEDNESS AND DEPENDABILITY Responsible for LUFKIN'S CONTINUED LEADERSHIP IN THE PUMPING UNIT FIELD



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