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The Lufkin News

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Vignettes of yesteryear

A collection of fact, fiction and a little fancy

The history of a region seldom can be fashioned from whole cloth. It is a patchwork of legend, yarns and folk tales, recorded more in the memories of passing generations than in the pages of a book.

The following accounts — vignettes of yesteryear — have been collected by many people over a period of many years. How much is gospel and how much is gossip is impossible to discern. But if these are a mixture of fact, fiction and perhaps fancy, it is indeed a rich mixture — one to be enjoyed in the telling, the re-telling and the remembering.

Frank Parsons And The Dynamited Depot

Lufkin was shocked — and literally shaken — on March 2, 1913 when the railroad depot was dynamited and the person thought to be responsible was someone, in the words of the newspaper report, "had been looked upon as a gentleman of the highest degree of excellence."

The explosion occurred on a Sunday night about 10 o'clock and resulted in hundreds of thousands of dollars damage.

Frank Parsons, a railroad employee, was the only man on duty at the time of the explosion. His implication in the case was furthered by his disappearance, but it would be three years before Lufkin would know for certain whether he was alive or dead.

During those years Parsons was something of a legend in Lufkin. In the minds of many residents, there was little doubt that he was dead. The debris of the depot had yielded the remains of a "body." Although it was soon ruled that these were animal bones, there were those who remained convinced that Frank Parsons went to his death faithfully on duty at the depot.

A high court agreed. After a long legal battle, Parsons' step-mother was able to collect several thousand dollars in insurance benefits after the young man was declared legally dead.

But on Jan. 4, 1916, a Western Union telegram from California created almost as much of a shock wave as had the explosion. Judge E.J. Mantooth sent word that he was returning Frank Parsons to Lufkin.

The judge, representing not only the cause of justice but also the insurance companies, had been determined to prove that Parsons was still alive.

Through the services of a private detective, he discovered the key to the mystery; a letter had been sent to the clerk of a Galveston court seeking information about a case involving the 27-year-old. Though an alias had been used, the handwriting gave him away as none other than Frank Parsons. Mantooth was quickly on the trail.

It was learned that Parsons had enlisted in the Army and had recently received an honorable discharge. According to the newspaper of Jan. 6, 1916, when Mantooth confronted him, Parsons actually seemed relieved: "I am glad you came," he said. "I am glad it is all over."

"FRANK PARSONS ARRESTED IN CALIFORNIA," The Lufkin News shouted from the front page with his largest headlines.

"There are those living in Lufkin who never expected to see such a headline," the story begins, "while there are others who have been looking for it and expecting it for nearly three years.

"It is a matter upon which people have differed as widely in opinion as it is possible for individuals to differ upon any subject. Even yet, after having heard last evening what is to follow in this item, there are to be found a few who are still skeptical and will remain so until their own vision sets all doubt aside."

Those skeptics soon had their evidence. The newspaper of Jan. 7 had this report when Mantooth returned with Parsons.

"When Mr. Parsons stepped out of the back platform and descended the steps on the opposite side of the depot, there was the unanimous expression from those who gazed on his features: 'That is him.' "

That settled the mystery of Frank Parsons' disappearance. The dynamiting of the depot was still another matter.

The wheels of justice cranked into action. Trial was set for Feb. 7 and the insurance companies began procedures to recover the money which had been paid.

But it was the jury that wrote the final chapter of one of Lufkin's most bizarre cases: Parsons was tried, found innocent and freed.

The Widow's Revenge

In early 1800s, slaves were considered more valuable than husbands — or so it would seem in the eyes of the law.

Shortly after the Cordova Rebellion broke out in August of 1838, a slave belonging to Zachariah P. Fenley of Angelina County was induced to join the uprising. Fenley took off in pursuit of his lost "property" and was subsequently captured himself and killed.

On Dec. 1, 1839, the widow decided to take legal action. Mrs. Fenley sued Vincent Cordova for the theft of her slave.

She alleged damages of $1,500 and won the suit. To satisfy judgment, Cordova's half interest in the Stone Fort in Nacogdoches was transferred to Mrs. Fenley who in turn deeded it to her mother, Mrs. Harriet Roberts.

The half-ownership of Nacogdoches' most famous landmark remained in the Angelina County family for more than half a century.

There is no record that authorities ever took action relating to the husband's murder.

The WHAT Tree?!!

Angelina County has long been proud of its thick forestland, but one particular tree has earned national recognition.

The county has been able to lay claim to the coveted title of "Home of the National Champion Farkleberry Tree."

The sign erected near the champ proudly proclaims the tree as "the largest living specimen in the United States of vaccinium arboreum, Marsh, farkleberry or sparkleberry."

The famous farkle is located near Zavalla in a nest of creeks called Sandy, Turpentine, Shawnee and Possum Walk.

The tree's vital statistics are impressive: 29 feet in height and 40 inches in circumference at the main trunk.

But the name alone is enough to make most travelers stop for a second look.

Acol's Wandering Post Office

These days there seems to be some doubt whether the post office can manage to move the mail with any consistency. But time was when even the post office itself could be moved around without much trouble.

The wandering post office of Acol — Angelina County Lumber Co. — was famous for its trips through East Texas. As the lumber camps moved, so did the post office.

It was actually a rather simple matter. The building was mounted on wheels like the ones used on boxcars. The post office, in fact, was a converted boxcar, complete with the appropriate alterations.

The Acol Post Office sat on a small section of track, and could easily be hooked to a locomotive whenever moving day arrived. The entire Acol camp was constructed in much the same way, ready to roll when the logging was completed.

Barnstorming

The county was right in the thick of the aviation boom of the 1920s. Several pioneer pilots lived in the area, and many others came through on barnstorming tours.

Local residents soon were caught up in the romance of the wondrous flying machines and were tolerant of some of the stunts pulled by the pilots.



HISTORIC PHOTOGRAPH SHOWS AFTERMATH OF DEPOT EXPLOSION

A favorite trick of the flyboys was to buzz over a house and clip a brick or two from the top of the chimney. But rather than becoming enraged by such damage and danger, the citizenry seemed amused by the stunting, and eventually having a few bricks knocked from your chimney was considered somewhat of a status symbol.

Among the barnstormers who flew into the county was Douglas "Wrong Way" Corrigan. After the pilot had captured the nation's imagination by flying across the Atlantic without official permission, Corrigan made it a point to stop in Lufkin at the height of his fame.

It was Tommy Mankin, a merchant and aviation enthusiast, who could claim credit for Corrigan's visit.

On Aug. 24, 1938, Mankin and some friends were having their morning cup of coffee when one of them remarked that it would be wonderful if Corrigan could come to Lufkin sometime. Mankin agreed and, taking the idea a step further, wondered aloud, "Why, not?"

After checking the newspaper and learning that Corrigan was in Memphis, Tenn., Mankin immediately called the flier and extended an invitation to the Pineywoods.

"Where's Lufkin?" Corrigan replied.

When Mankin told him it was between Shreveport and Houston and had a good airport, the pilot added that "I'll let you know."

The very next morning, after calling Mayor W.H. Glenn, Corrigan landed at the airport where he was met by one of the largest crowds to ever turn out for a visitor. Following a brief but noisy welcoming ceremony, Corrigan was driven through the streets of Lufkin atop the city fire truck.

Some 5,000 people lined the way to cheer themselves hoarse. The aviator signed autographs, posed for local shutterbugs and accepted a lifetime membership in Lufkin's Texas Forest Festival Association.

Teaching a Grown Man How To Speak

Among his many accomplishments, industrialist Ernest L. Kurth Sr. could include the time he taught a middle-aged man how to talk.

In 1950 E.W. Bowers, district clerk for Red River County, underwent surgery for the removal of a cancerous larnyx. It meant the loss of his vocal cords, and faced the bleak prospect of never being able to speak again.

Kurth had undergone the same operation several years earlier, and had learned to talk through a complicated system of breath control. He heard of Bowers' plight and wanted to help.

Bowers was invited to Lufkin and worked with Kurth on the difficult technique.

Bowers related: "I told him I hated to take up the time of a man who was head of two large corporations and had his hands full looking after his business. He said, 'That's all right. If I were so busy I didn't have time to help other people I'd change jobs."

After just two days with Kurth, Bowers returned home with a new voice and a new outlook on life. He said his visit to Lufkin was the turning point of his life.

The Night They Burned The Antlers Hotel

Diboll was the site of one of the region's most popular — and sturdiest — hotels for some 15 years.

From 1938 to 1953 the Antlers Hotel was a favorite of local sawmillers. It was a two-story log inn owned by the Southern Pine Lumber Co. Constructed of choice pine logs, lined with fine paneling and decorated with hunting trophies, bearskin rugs, stuffed animals and wagon wheels, the hotel was an East Texas landmark.

But after busy U.S. 59 was moved to bypass the hotel and eventually business dwindled, word came in 1953 to raze it.

Easier said than done.

Workmen tried to rip it apart, but the log hotel refused to be torn down. Finally, the company decided there was only one thing the logs couldn't withstand — fire.

"The night it burned, people cried like their hearts would break," Mrs. Byrd Davis, the hotel manager, would recall later.

Get A Horse — Please!

In the days before the streets of Lufkin were paved, horses were the basic mode of transportation. The automobile signaled the end of an era for the noble steeds.

Dr. A.M. Denman owned the first car in Lufkin — a Model T. Later, Jack Dilworth purchased a Brush car. But the cars created such havoc in town that many horses would become so frightened they would lie down in their harnesses.

The more crafty Lufkinites devised a method to avoid the mechanized nuisance. They would call Dr. Denman and Dilworth to casually inquire what part of town they would be driving in that day — and then they would head in the opposite direction.

Get A Loan Little Doggies

Lufkin suffered with the rest of the country following the crash of the stock market in 1929, but one local rancher found a way to acquire a needed loan.

Doc Roach tried to get some money from the First State Bank & Trust Co., then located on First and Frank Streets. When banker Reed McMullen refused to approve it, Roach said it would mean starvation for his cattle.

The next day a commotion was heard near the bank, and someone yelled for McMullen to look out his window.

There sat Roach on his horse, surrounded by his herd.

"You won't loan me the money to feed them, so here they are," Roach hollered. "You can feed them."

The rancher got the money.

The Corn Rebellion

During Reconstruction a Homer resident and Union sympathizer was appointed by the federal government to collect corn in the county for use by the Northern forces.

None of the local folks took kindly to the plan, but it was the women who decided to take action.

The corn was stored in a government warehouse in Homer. So, the women met there and managed to capture the agent. One of the larger of the band, weighing between 250 and 300 pounds, sat on him and held him while the other women loaded their wagons with corn and took it to their barns.

This was one battle that the South definitely won. No action was ever taken to punish the raiders. As for casualties, there was no recorded reports on the condition of the government agent.

The Red Cap Renegades

In the late 1800s, Negroes in the county were terrorized by a group of whites calling themselves the Red Caps. The whites would ride through the black areas, warning the people to move out or suffer the consequences.

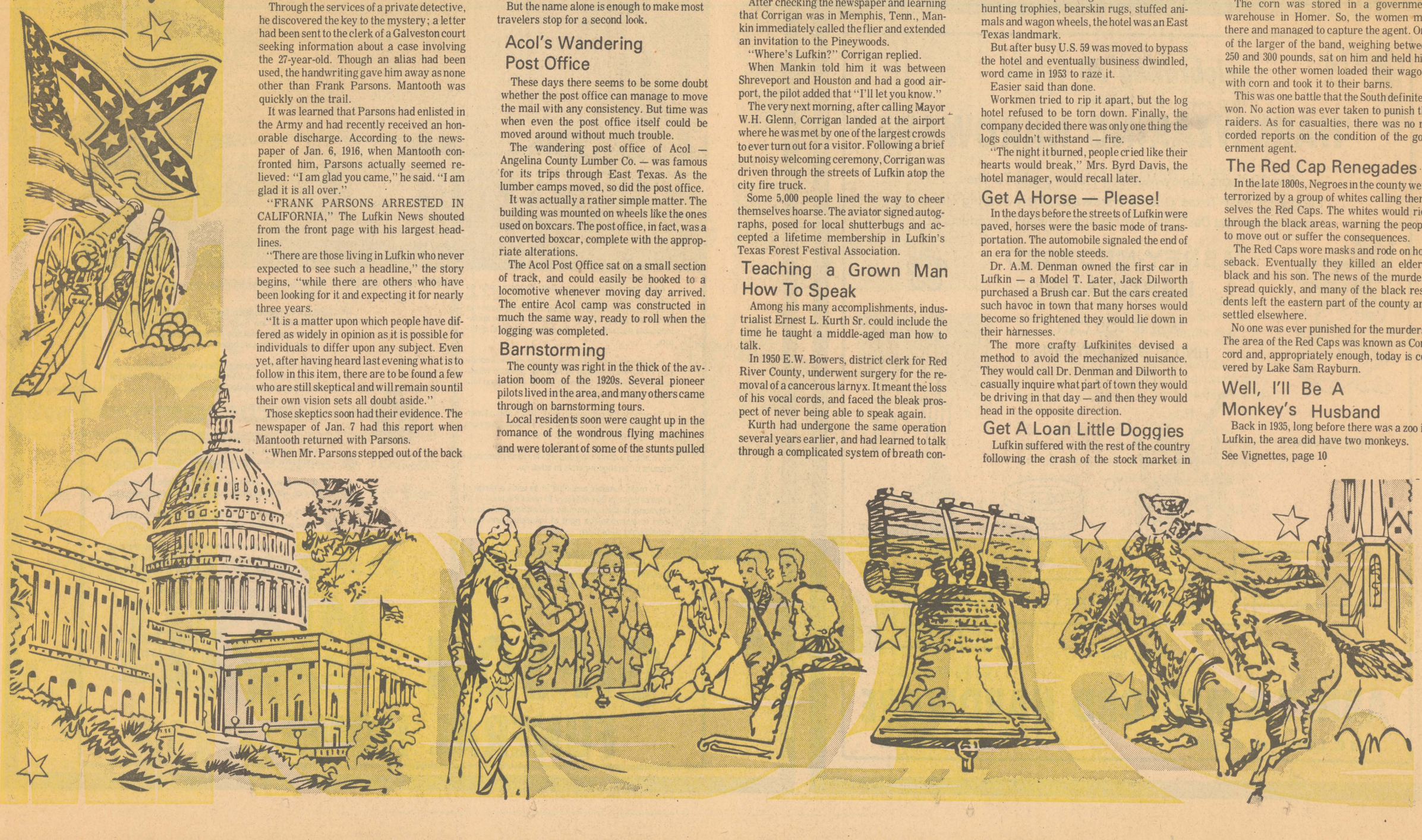
The Red Caps wore masks and rode on horseback. Eventually they killed an elderly black and his son. The news of the murders spread quickly, and many of the black residents left the eastern part of the county and settled elsewhere.

No one was ever punished for the murders. The area of the Red Caps was known as Concord and, appropriately enough, today is covered by Lake Sam Rayburn.

Well, I'll Be A Monkey's Husband

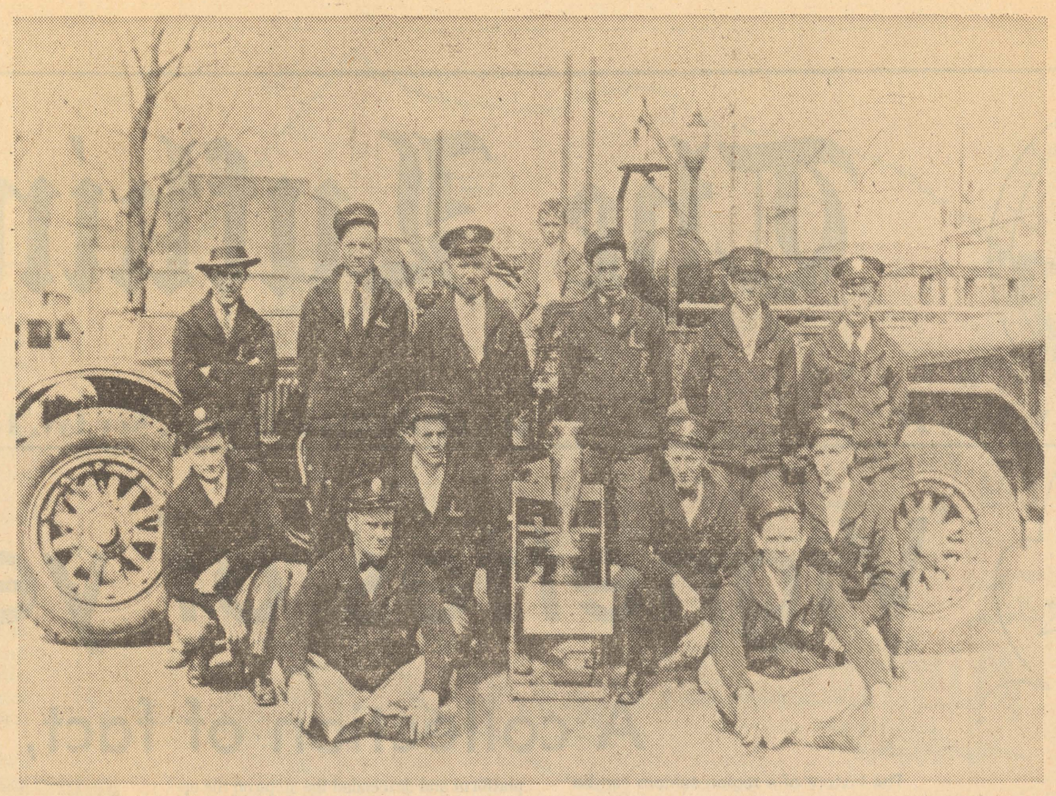
Back in 1935, long before there was a zoo in Lufkin, the area did have two monkeys.

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Early days of Lufkin firefighters

In the horse and wagon days of the Lufkin Fire Department, the fire house (shown at far left) was located where Kurth Memorial Library stands today. During the more mechanized times of the late 1920s, the firemen posed from this picture after winning a first place trophy in fire drill competition. The group is identified as, from left, (front row) E. Kurl Shirey, Brian Wiecksheirmen, Nathan Gann, Ed Randolph, Tully Yarbrough, Ross Brown, (back row) H.A. Haley, Warren Alford, Harry Kerr, young S. Harry Kerr, Ray Smithhart, W.B. Yancey and Ernest Meford.

Citizens furnished own water for fire fighting

If a person has a fire nowadays, he calls the Lufkin Fire Department and, within minutes, men and modern equipment arrive from one or more of the city's five fire stations.

At the turn of the century, Lufkinites weren't so fortunate.

Lufkin's first fire department was organized in 1891, a year after the city was incorporated. Then, volunteers used buckets and barrels of water as fire fighting equipment — and property owners had to supply the water.

But the first fire department did not last long and for a few years, the city was left without any organized fire protection.

In 1900 another fire department was formed with C.N. Humason as chief, W.D. Binion as assistant chief and Sam Kerr Sr. as secretary-treasurer. Other officers were Norris Humason, N. Binion, W.M. Glenn and W.A. Colmorgan. There was a total of 25 volunteers.

The 1900 fire department had two 2-wheeled hose carts and 500 feet of hose. The station was a small frame shack built where the library is now.

A large bell was outside the building to ring for fire alarms, but citizens also relied on pocket guns and yells of the Lufkin population to warn of a fire.

Glenn, one of the officers and mayor at that time, wrote in a diary: "When an alarm would sound, the boys would make a run for the fire station, grab hold of a long rope attached to the reels and make a run for the fire if no dray showed up with its mules."

If a team of mules showed up, the firemen would all pile on one of the carts and hold onto the rope while the mules made the run.

The city had an incentive for mule teams. "The first team that made it to the fire station would receive $5 and the second one would only receive $2.50, so you can imagine what a run the two livery stables made to make it first," Glenn recorded.

Glenn wrote the diary sometime in the 1940s, and the thumbed his nose a bit at the modern softies of today.

"We had a hard time pulling this reel of hose through the deep sand if it hadn't rained, and through the mud if it had, as we didn't know what a paved street was in those days.

"But now look at these firemen as they fly by with ego in their set faces, which if you could read their thoughts, it would read about like this — 'Get out of our way. This is our street and we will run over you if you don't.'

"We," he continues, "would drag along as best we could, with tears in our eyes, begging those we might pass to please help us pull 'Our Truck' and appreciating from the bottom of our hearts their assistance when given."

Glenn was not satisfied with merely commenting on the modern men, but added a final comment on the future.

"Time, though, is making many changes and a few years hence, it may be that they (firemen) will fly through the air, and unload their tanks of water from the skies and dash it through the windows as they pass by."

Lufkin's first big fire erupted on May 4, 1901 in a restaurant on east Cotton Square. The fire destroyed about 40 frame buildings north of Lufkin Avenue and west of First Street to Cotton Belt Railroad.

Another fire hit a short period later, destroying more frame buildings and damaging a few brick structures. Then, on Aug. 11 of that year, a third fire wiped out nearly all the frame buildings left around downtown.

"After these fires, Lufkin began growing and no frame buildings were permitted to be built in these districts," Glenn wrote.

Humason served as chief until 1915, and during that period, the city purchased a horse-drawn hose and chemical wagon, and the combination city hall-fire station was built on the site of the present Kurth Memorial Library.

In 1912, the city bought a ladder wagon with a 40-foot ladder, several shorter ladders, a 40-gallon chemical tank and 150 of hose held in a bucket.

From 1915 to 1926, W.I. Jones was fire chief. During his administration, the fire department began to modernize. A motorized ladder truck was rigged by taking the front wheels from the ladder wagon and replacing them with a motor-driven vehicle used to pull the wagon.

In 1917, a 350-gallon per minute American LaFrance pumper was bought. Four years later, a 750-gallon per minute American LaFrance was added. The next year a four-cylinder Dodge was converted into a chemical truck equipped with two 40-gallon tanks.

Harry Kerr took over as chief in 1926 and he remained in the position until 1949. Over the next 23 years, the fire department grew in equipment and manpower, and changed from a group of volunteers to professional fire fighters.

In 1929, a new fire station was built on Lufkin Avenue. The building still serves as Central Station to the LFD. Also that year, a fire alarm system was installed with about 40 boxes distributed around town. The system was used until 1969.

Kerr initiated an extensive training program to give the city a better fire fighting force. Roscoe Gibson, present fire marshal, was the first training officer.

During Kerr's term in office, large fires hit lumber mills and other plants, with the most costly fire at the Perry Brothers Variety Store and offices downtown.

Leo Shotwell was chief from 1949 to 1954, the year the first substation was built. The Westside Station was built at the corner of Ellis and Bynum because of the need to have fire protection on each side of the railroad tracks.

D.C. McPherson was chief from 1954 to 1969. In 1960, another substation was opened on Atkinson Drive to serve the east part of town. More men were hired to meet the need for fire protection, and a new training program was set up to upgrade fire fighting abilities.

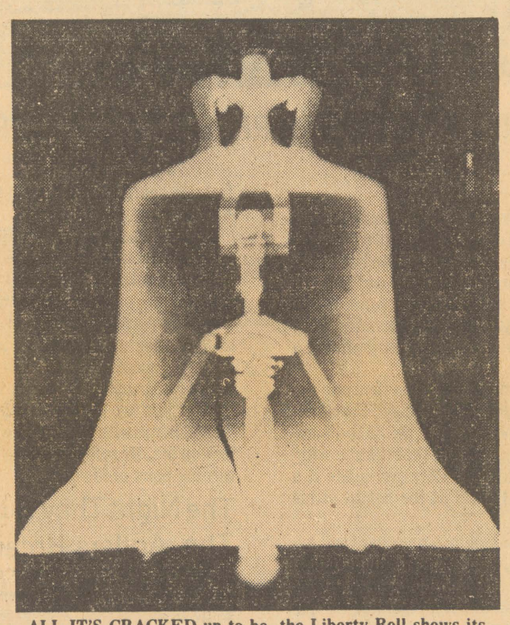
In October of 1966, the fire department expanded to include another service for the City of Lufkin and Angelina County. Ambulance service was begun with training programs to teach fire fighters to be Emergency Medical Technicians.

Originally, two ambulances were purchased from local funeral homes. Since 1969, the fire department has converted carry-alls or vans to ambulances.

Norval Terry served eight months as chief during 1969-70. During that time, two more substations, one on the north and one on the south, were opened on the outer perimeters of the city.

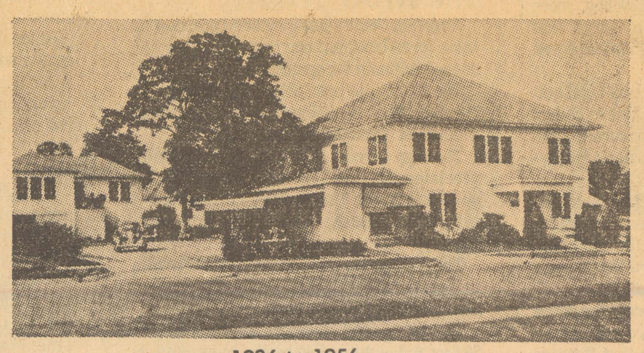
Delane Boddie became chief in 1970 and served through 1972.

Billy A. Stephens, the present chief, took over in 1972. Stephens now sends new recruits to the Texas A&M Training School and ambulance personnel are trained in first-aid, emergency care attendant and emergency medical technician.



ALL IT'S CRACKED up to be, the Liberty Bell shows its famous flaw in an X-ray photo taken for its move from Philidelphia's Independence Hall. The bell will be on view this summer in a special Bicentennial pavilion with a capacity of 100,000 visitors per day.

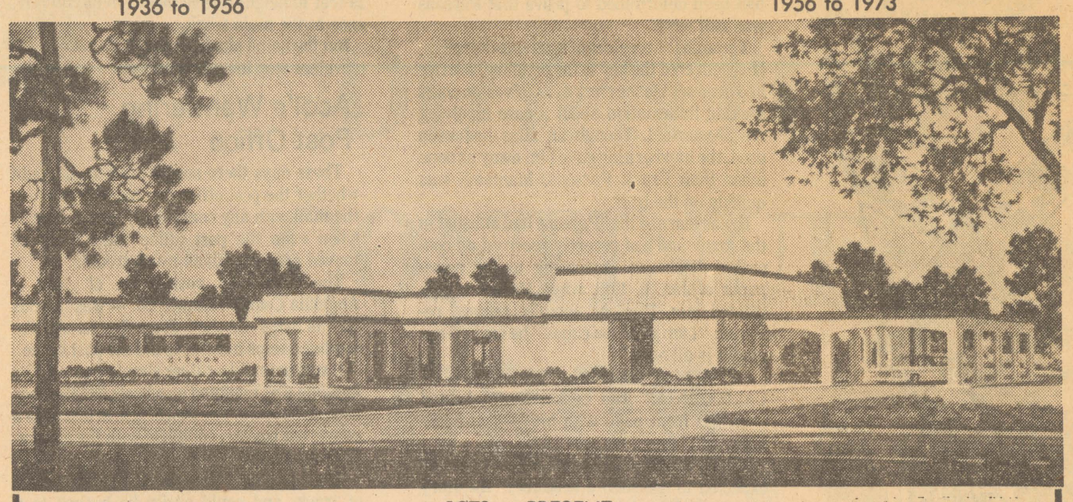
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1. To provide the public with information about funerals, including prices, and about the functions, services and responsibilities of funeral directors.

2. To afford a continuing opportunity to all persons to discuss or arrange funerals in advance.

3. To make funerals available in as wide a range of price categories as necessary to meet the need of all segments of the community, and affirmatively to extend to everyone the right of inspecting and freely considering all of them.

4. To quote conspicuously in writing the charges for every funeral offered; to identify clearly the services, facilities, equipment and merchandise included in such quotations; and to follow a policy of reasonable adjustment when less than the quoted offering is utilized.

5. To furnish to each family at the time funeral arrangements are made, a written memorandum of charges and to make no additional charge without the approval of the purchaser.

6. To make no representation, written or oral, which may be false or misleading, and to apply a standard of total honesty in all dealings.

7. To respect all faith, creeds and customs, and to give full effect to the role of the clergy.

8. To maintain a qualified and competent staff, complete facilities and suitable equipment required for comprehensive funeral service.

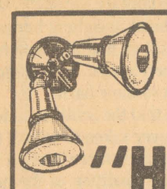
9. To assure those we serve the right of personal choice and decision in making funeral arrangements.

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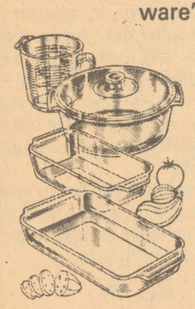


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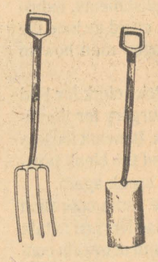
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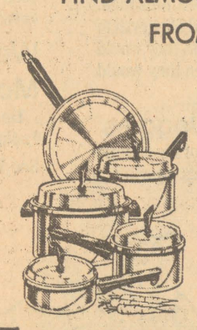


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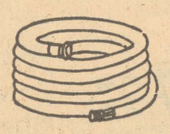
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Economy

Continued growth predicted locally

Angelina County will continue on steady economic growth during the Bicentennial year, according to local bankers.

"From all I can read it looks like the economy is on the recovery schedule — a gradual, slow recovery," Robert Richardson, president of Lufkin National Bank, said.

A gradual recovery will benefit the county in the long run, according to Richardson. He said it is better to avoid "boom and bust" type growth.

"The larger corporations are building up their inventories and the public's confidence seems to be up," he said.

Joe Elliot, president of the Diboll State Bank, agreed but warned that consumer spending might not advance as rapidly as some economists are predicting. He is optimistic, however, about the overall economy of the area.

"We have had a good economic situation locally and it will continue to improve in 1976. I'm looking for interest rates to be held down," he said.

H.J. Shands Jr., president of First Bank and Trust, said the area should continue to benefit from the type of industry in the region.

"There are no indications of anything but continued growth. Texas in general is benefitted by the oil industry and so much of the local industry is oriented to oil," he said.

He said home building in the area is not what it once was but should be increasing in 1976. In some parts of the nation home building has fallen to practically nothing, according to Shands.

A.G. Cromwell of Lufkin Federal Savings and Loan said there should be ample mortgage money available to meet the local demand this year.

"I'm bullish on the community. East Texas has one of the best outlooks for the state. It should be a steady growth rather than boom or bust and I prefer it that way," he said.



A bright year for local construction was also predicted by Mark Swan of Home Federal Savings and Loan.

"I'm looking forward to a good year in the real estate market. If the demand continues the way it has been we'll have a real good year in real estate lending," Swan said.

He said the savings and loan has far more construction commitments now than it did in Jan. 1975.

R.M. Shoemaker of Texas National Bank also said the economic indicators seem to be pointing to a strong year for the local economy.

The economic situation in Huntington is much the same as the rest of the county, according to Huntington State Bank president Bill Thornton.

"We have a pretty stable economy out here. The bank has grown close to a million dollars in the past year," he said.

The employment situation looks good and continued steady economic growth should mark the year, Thornton said.

Record enrollment

Bright future seen for SFA

NACOGDOCHES — Progress continues to be the trend at Stephen F. Austin State University, with growth in all vital areas continuing to point to a bright future.

"The university enjoyed considerable progress during 1975 and the outlook for the future is excellent," says Dr. Ralph W. Steen, president of SFA.

Growing enrollment, expanding academic programs and the addition of new facilities continue to emphasize SFA's status as a major university.

Enrollment for the 1976 spring semester set another spring term record with 10,225 students registered. Previous spring term mark of 10,100 was set a year ago.

This also is the sixth consecutive semester in which enrollment at SFA has increased at a record pace.

During the past year, enrollment at the university topped the 11,000-mark for the first time in the school's 53-year history as 11,283 students registered for the 1975 fall semester.

SFA reached another milestone this year with the first doctoral program being initiated.

The new doctor of forestry (DF) degree program in the SFA school of forestry recently was approved by the Southern Association of Colleges and Schools. The doctoral program first had been approved last year by the Coordinating Board, Texas College and University System.

New construction projects continue to add emphasis to the growth at SFA University.

C.G. Haas, vice-president for fiscal affairs at SFA, said a contract is expected to be awarded in April for the construction of a new $1.25 million agriculture complex at the university. If the bid is let as tentatively planned at a meeting of the SFA board of regents on April 24, construction will begin immediately on the facility.

The new agriculture complex, scheduled to be completed by the beginning of the 1977 fall semester, will house classrooms, laboratories and offices.

Contracts totaling $382,116 were approved earlier this year by the board of regents for three improvement projects at the university.

These contracts include $201,898 for alteration work in the SFA science building, $94,788 for drainage improvements to land adjacent to LaNana Creek on the east side of the campus, and $85,430.50 for storm drainage improvements to the 1,000-vehicle parking lot just north of the SFA Coliseum.

Construction is nearing completion on the new $123,000 facility for the university police department.

Also underway this spring is the renovation of Shelton Gym, formerly used for intercollegiate basketball before the 8,064-seat coliseum was opened in November, 1974. When the $500,000 project is completed around June 1, it will add another 30,000 square feet of floor space to the new health and physical education complex.

The new $4.1 million HPE complex, which was completed in June, 1975, contains 114,000 square feet of floor space and houses both the men's and women's divisions of the HPE department.

Two other projects completed last year at a cost of approximately $1,030,000 also have expanded facilities at SFA. One project was a new laboratory facility for the pre-school and early childhood teacher training certification program and the other was the complete renovation of the Rusk Building.

SFA University is operating this year on a record budget of nearly $24.5 million.

A major event at the university later this spring will be a dedication ceremony when the new $4.5 million, four-story library will be named in honor of Dr. Steen. The ceremony has been scheduled April 23.

Dr. Steen, now in his 18th year at the university's third president, is retiring at the end of the current academic year.

Doches: first settled in 1716

The East Texas town of Nacogdoches was first settled by Europeans in 1716 with the founding of the mission of Nuestra Sonora de Guadalupe de los Nacogdoches.

In 1779 Captain Gil Antonio Y'Barbo led a group back (after temporary exile) to resettle the already ancient village.

Dallas News writer Fred Pass aid in 1965: "So much early Texas history is based in and around Nacogdoches that, it is said, you can stand anywhere in the city and gaze upon a spot where something noteworthy occurred."

One such place is the building known as "old Nacogdoches University" dating back to a Republic of Texas charter of 1845. The present two-story structure was built in 1858. Its modified Grecian architecture resembles University of Virginia buildings.

The university existed under several names but was always used for educational purposes. It was deeded to the Nacogdoches Independent School District in 1904 and is still a part of the district's campus.

The Nacogdoches Historical Commission and the Federation of Women's Clubs have spent years restoring the landmark edifice.

Another illustrious building is the "Old Stone Fort" which Y'Barbo is credited with erecting from red stones quarried from the hillsides along nearby LaNana Creek.

It became one of the most historic structures in Southwestern history. It was headquarters for the Province of Texas and a treaty was signed there in 1806 between the United States and Spain.

As a military headquarters it served as a prison for Peter Ellis Bean and other survivors of the Philip Nolan expedition. Texas' first two newspapers were printed there.

It was headquarters for the Fredonia Republic, Haden Edwards' ill-fated government. James Bowie, Sam Houston and Davy Crockett were among the many who took the oath of allegiance to Mexico there.

John S. Roberts, a signer of the Texas Declaration of Independence, operated a saloon there in the 1840s and it remained in his family until 1901.

Occupying a choice business site on the main square, the Old Stone Fort was razed in 1902 in favor of a drug store. The Fort's stones were saved and in 1936 reassembled on the campus of Stephen F. Austin State University. It is now operated as a museum.

Nacogdoches was one of the original counties of Texas. The courthouse is presently at the site of old Catholic Church, which is also the location of the first Spanish cemetery. Gil Y'Barbo was buried there. Many people of his name still reside in Nacogdoches County. — WELDON HART, Texas Good Roads/Transportation Assn. Newsletter

$3-billion of South's economy from pulp, paper industry

ATLANTA, Ga. — A major new economic survey, released by the Southern Forest Institute, shows the pulp and paper industry pumped more than three-billion dollars into the South's economy in 1974.

"The South's pulp and paper industry's payroll alone totaled one-billion 474 million dollars," according to SFI Executive Vice President Benton H. Box. "Another one-billion 480-million dollars went for the purchase of pulpwood in the thirteen Southern states." Box added, "The significance of the amount spent on pulpwood is that most of the money went to small wood dealers and to private landowners who own approximately 74 per cent of the forest lands in the South." Payments for other goods and services would raise the economic impact still higher.

The last "Economic Analysis of the Pulp and Paper Industry" was published by SFI in 1972. In the interim, five new mills were built in the South, bringing the 1974 total to 117 mills. Those mills, and associated operations, employ over 128-thousand workers. The mills have a pulp and paper manufacturing capacity of more than 96-thousand tons a day.

Dr. Box added, "Our two-year survey also shows industry's concern for the forest resource. More than two thousand foresters are on industry payrolls to help manage some 32-million acres of industry lands and work on smaller, non-industry timberlands."

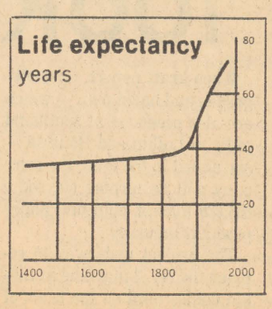
"In 1974, the number of seedlings planted by industry increased 138-million, up 31 per cent. The number of seedlings grown in company nurseries went up 106-million, or 47 per cent." Box went on, "Industry increased expenditures for improving their forests. They spent 57-million more dollars in 1974 than two years prior. That's a 99 per cent jump."

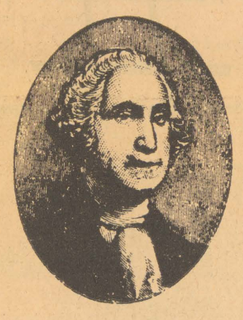
The forestry institute points out that intensive forest management can help assure enough wood fiber to meet future consumer demands. With such management our nation need not worry about running out of wood because, unlike coal, iron, aluminum, and other materials, trees are renewable.

"Our forests also provide other benefits besides fiber for products," Box said. "The new survey shows over 24-million acres of industry lands open for public hunting, hiking, fishing, and other forms of recreation. There are a total of 247 areas designated as recreation sites." Box added, "Another three-and-a-half-million acres of industry forest lands are being managed in cooperation with various state wildlife agencies as wildlife-management areas."

The veteran forester concluded, "This survey and previous analyses show the economic impact the forest products industry has on the South. As the jobs, payrolls, and other benefits continue on the upswing in the Southern region, all forestland owners, private, industrial, and governmental, will benefit from practicing intensive forest management." Box concluded, "It's an industry that is here to stay. It's been predicted that by the year 2000, the South will be called on to supply 50 per cent of the nation's wood needs. Today it is producing about one-third."

The Southern Forest Institute, a division of American Forest Institute, is supported by America's forest industries to conduct public information and education programs on matters concerning the nation's forest resources and to encourage the wise use and management of these resources.





"Observe good faith and justice toward all nations. Cultivate peace and harmony with all. . .the nation which indulges toward another an habitual hatred or an habitual fondness is in some degree a slave. It is a slave to its animosity or to its affection, either of which is sufficient to lead it astray from its duty and its interest." — George Washington

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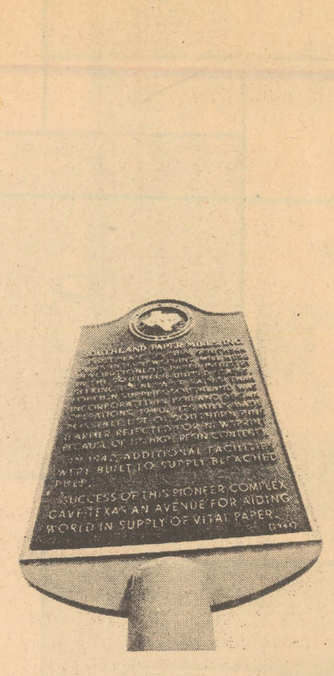
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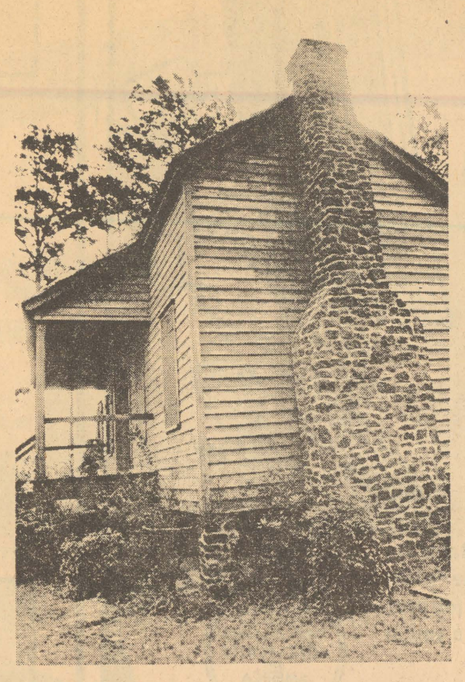
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And in a more contemporary field, we pioneered some of the advanced technology now used by the paper industry to curb air and water pollution.

Because we've been a part of it, we feel strongly about the history and heritage of East Texas.

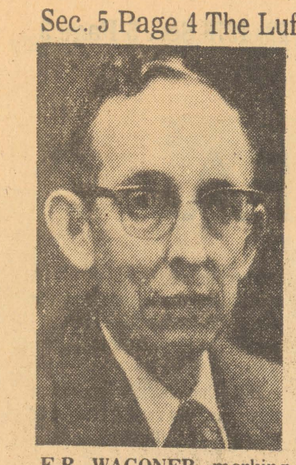
That's why we're providing dozens of grants each year for the establishment and improvement of museums and libraries; the restoration and maintenance of historic buildings; and the creation of new historical markers and monuments that preserve the events of the past.

The history of East Texas is rich, colorful and unique. And only through the efforts of all of us — individuals, government, business and civic groups — can it be preserved for those who will follow us some day. And we're trying to do our share.

At Southland, we believe progress begins by caring.

Southland PAPER

Copied from an original at The History Center, Diboll, Texas. www.TheHistoryCenterOnline.com



E.R. WAGONER, marking his 20th year with Texas Forestry Association.

20 years with TFA

E.R. Wagoner reviews his 2 decades

E.R. Wagoner of Lufkin may never talk with an East Texas accent, but he has learned to speak a language important in the Piney Woods.

Wagoner, a Wyoming native who grew up in Ohio, is marking his 20th year as a full-time executive for the 2,109 member Texas Forestry Association (TFA).

As the current executive vice president of TFA, which he describes as "the voice of Texas forestry," Wagoner's words and thoughts carry a significance for timber-rich East Texas.

Among his observations after 20 years at TFA:

- Many lumber companies who operated for a time in the South before moving to the West are presently returning. The reason? They have discovered the "true miracles in regeneration" possible with forests in this region but not elsewhere.
- The energy situation facing the United States will contribute to greater use of wood. Demand for wood fiber, in fact, may triple by the year 2,000.
- The No. 1 priority for TFA is to secure approval of a Texas constitutional amendment which would provide for taxation of Texas timberland on a productivity basis.
- Until such an amendment is successful there is little prospect now for anyone starting from scratch and making a profit growing timber in East Texas.
- If he could sit down and talk to each individual in East Texas, the messages he would try to convey would be that 1.) forests are a renewable resource, 2.) if forests are to continue to supply employment and a fair share of the economy, they will have to be taxed on a productivity basis rather than a market value basis, and 3.) individuals should keep these points in mind when they go to the polls.

Wagoner served in two other forestry-related positions prior to accepting employment at TFA. He was district forester for the Kentucky Division of Forestry, Dawson Springs, Ky.; and head of the Education Section of the Texas Forest Service, College Station.

He was educated at the University of Georgia, where he received his BSF degree in 1941, and at Duke, where he received an MF degree in 1949.

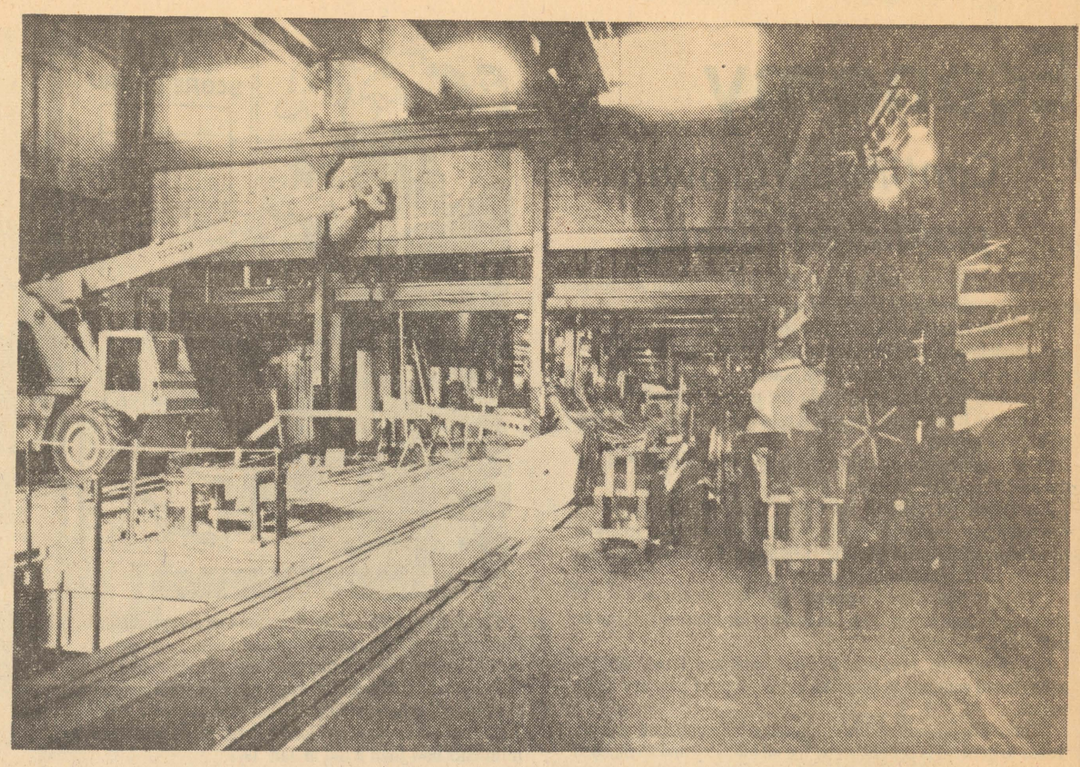
But Wagoner's first interest in forestry came during his boyhood days, and the magnet which attracted that interest was his concern for conservation.

"I was raised on my grandfather's farm," he says, "and we had to work especially hard during Depression days to try to make a living.

"I saw how erosion was eating away a good farm and saw the results of the Ohio River flood of the '30s.

"Also, when I returned for a visit to Wyoming, I was astonished at the waste of such a

See Wagoner, Page 9



NEW PAPER MACHINE

Construction goes on amid the business of making paper at Southland Paper's mill in Lufkin. This year, workmen will remove the mill's existing No. 2 paper machine and replace it with a new, high-speed paper machine capable of adding 77,000 tons of annual newsprint production to the mill when supported by a subsequent expansion of pulping facilities.

Southland looks to the future

Poised like a giant erector set, a web of steel beams and supports stands above Southland Paper's Lufkin mill waiting for a day in spring.

On that day, the word will be given to stop Southland's No. 2 paper machine — a complex, block-long array of machinery, piping and electrical circuits — for the last time and before the machine has cooled, hundreds of workmen will begin 24-hour shifts to disassemble it.

They will then wrestle the machine's components to cranes supported by the steel network overhead.

Unceremoniously, the parts which have made paper for untold millions of newspapers in the South, Southwest and Midwest will be hauled through the roof of the mill to waiting railcars. As the paper machine disappears piece by piece, workers will strengthen and modify its old foundations to accept one of the most modern, high-speed newsprint machines made today. It will come in the same way the old one went out — through the roof.

The new Beloit Bel Bai II machine will add some 77,000 tons of newsprint capacity to the mill when supported by expanded pulping facilities in a future expansion project.

The machine's replacement at Lufkin will bring Southland's newsprint capacity into a virtual dead-heat with the London-based company that is presently the largest newsprint producer in the U.S., and boost Southland's newsprint capacity to nearly two-thirds of a million tons a year.

When kraft papers, specialty grades and baled pulp — which are also produced at Southland mills in Lufkin and Houston — are added to the total, the company will be turning out some 853,000 tons of pulp and paper products annually.

The project underway to replace the No. 2 machine at Lufkin comes hard on the heels of another Southland expansion, the addition of a new 200,000-ton-a-year newsprint machine at Houston late in 1974.

The two expansions, at Lufkin and Houston, represent Southland's confidence in the economic stability of Texas and the rest of its market area.

"The future looks good for the newspaper publishing business and, consequently, it looks good for the newsprint industry," says Southland President Melvin E. Kurth Jr. of Houston. "The recession never seriously damaged the economy of the South and Southwest, where we do most of our business, and we see nothing but a bright future."

Southland currently serves most of the major newspapers in the South and Southwest and in many areas of the Midwest. It also produces most of the paper used for telephone directories in Houston, San Antonio and other metropolitan areas of the Southwest.

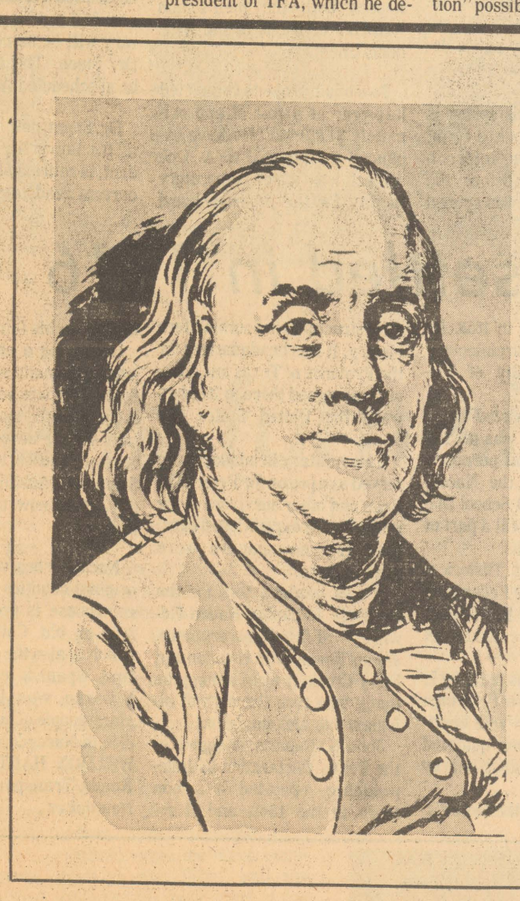
During 1975, Southland set new production records and reached new highs in revenues and earnings. Sales passed $160 million for the first time in its history.

Southland also made strides in fields other than papermaking last year.

Its subsidiary, Southland Energy Co., completed a second natural gas pipeline, a 10-mile line from the Redland area north of Lufkin. The line will transport gas from the developing Cameron-Hamill field to the Lufkin mill, supplementing deliveries from a 37-mile line built from the Seven Oaks gas field to Lufkin in 1974.

The energy subsidiary also began developing long-range energy resources for Southland's mills. Its activity currently centers on two lignite coal fields lying under company-owned or leased land in East Texas. The quality of the lignite is being evaluated and feasibility studies for its use are underway.

See Southland, Page 10.



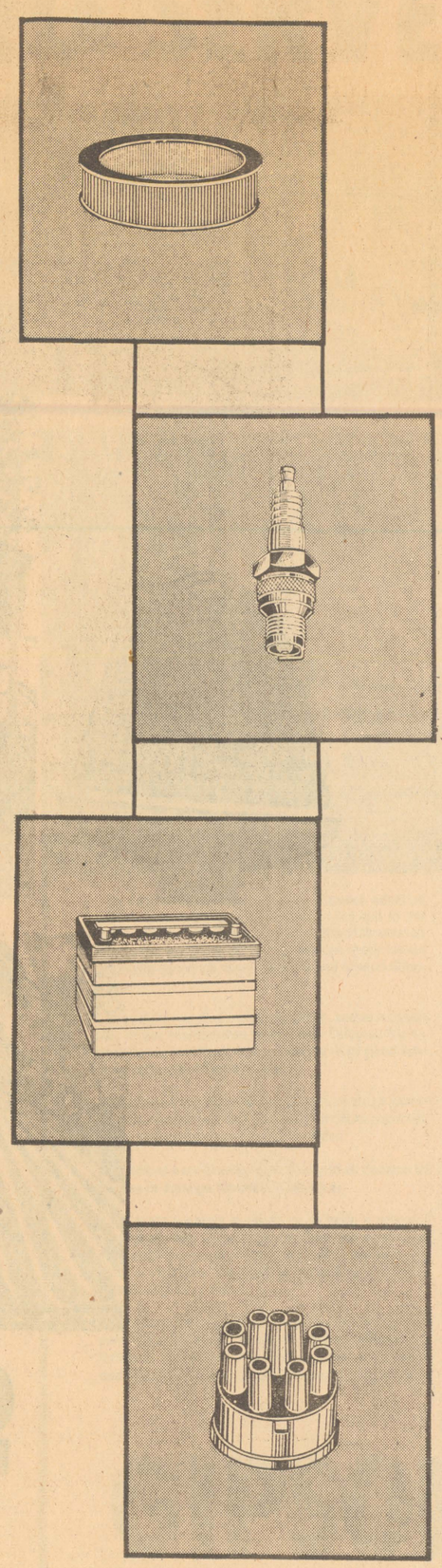
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Texas DPS

There's much more to their job than just patroling the highways

Special to The News

AUSTIN — Co-operation between law enforcement officers at the federal, state and county level as they "Protect Your Freedoms" continues to strengthen in the heart of the East Texas Piney Woods region centered around Lufkin and Angelina county.

Prominent among the agencies is the Texas Department of Public Safety which has 24 members serving the area with a wide range of responsibilities to local residents.

The law enforcement agency — where "Courtesy, Service and Protection" keep pace with the needs of the state's growing population — is headquartered in Austin from which its numerous programs are co-ordinated.

Administration of the DPS is the responsibility of its director, Colonel Wilson E. (Pat) Speir, a Gilmer native, who is appointed by the policy-making Texas Public Safety Commission — a three-member body.

Ottis E. Lock, of Lufkin, retired executive vice president of Southland Paper Mills, Inc., is chairman of the Public Safety Commission with William B. Blakemore, II of Midland, and Robert Shelton of Kingsville, as members.

The commissioners name the DPS director and his assistant, Lt. Col. Leo Gossett, who have authority in the hiring and day-to-day operation and direction of all other personnel.

DPS operations in the Lufkin area are quite extensive. Among permanent personnel stationed in the city are a highway patrol sergeant and six troopers; a driver license sergeant and three troopers and two license clerks; a motor vehicle inspection trooper and one trooper assigned to the safety education service.

There are five employes, including a communications supervisor, who operate the local DPS radio base station around the clock, seven days a week.

Representing the criminal law enforcement division of the department are one Texas Ranger; one DPS criminal intelligence agent and one narcotics agent.

All law enforcement officers of DPS have statewide jurisdiction. Altogether, DPS employs some 4,400 persons, of whom about 2,300 are commissioned law officers.

Present authorized strength of the various enforcement services of the DPS include: motor vehicle theft, 17; intelligence, 50; narcotics, 124; Texas Rangers, 94; pilot investigators, 15; highway patrol, 1,464; license and weights, 153; driver's license, 385; motor vehicle inspection, 115; safety education, 36.

The DPS is funded by appropriations of the Texas Legislature. For the current fiscal year, ending Aug. 31, the total budget is $73.3-million.

Broadly stated, and as provided by Texas law, the objective of the Department of Public Safety is to preserve social order by protecting the lives, rights, privileges, property and well-being of the nearly 12-million residents of this state.

It was the advent of the truck, more than the auto, that gave rise to the modern state police organization with Texas has today. In 1927, the Legislature authorized the Texas Highway Department to hire 18 license and weight inspectors and a chief to police overweight trucks which might damage highways and bridges. Two years later the force was increased to 50 men and named the State Highway Patrol.

In 1935, the Legislature wrapped it all up in a new organization — the Texas Department of Public Safety — which was given broad powers for "enforcement of the laws protecting the public safety and providing for the prevention and detection of crime." Both the Highway Patrol and the Texas Rangers became part of the new agency.

The department's responsibilities today include three general categories:

— Traffic Law Enforcement;

— Criminal Law Enforcement;

— Disaster Emergency Services.

Many varied programs have been established in order to carry out these general responsibilities. The work load in each area has expanded consistent with the population growth. The department has been and is attempting to meet the needs and demands of the public in each of the services in this era of tremendous challenge.

"We have attempted to keep pace with modern technology and the new tools which are constantly being developed," Col. Speir indicated. "Recognition by the Legislature and the Executive Department of the problems associated with public protection has been evident by the past responses to our requests for additional manpower, equipment and funding necessary to provide these vital services to the people whom we serve," Speir added.

Records which are maintained in Austin reflect that over 8.4-million vehicles moved people and cargo 78.3-billion vehicle miles in 1974 across Texas. Final figures are not available for calendar year 1975.

Final traffic figures will not be available until late March; however, Col. Speir estimated that the highway death count for 1975 will be 3,400 killed in an estimated 2,920 fatal accidents. He added that "these figures are estimates at this time and we will not have final figures until late March. We have this delay to allow for late or incomplete reporting from 1975," he added.

Based on Speir's estimate, the death rate for 1975 may increase slightly over 1974 — from 3.9 to 4.0 per 100-million miles traveled.

The 1974 traffic toll was placed at 3,042 killed in motor vehicle mishaps.

Another major concern at the DPS is major crime activity. According to figures covering the first six months of 1975, major crime in Texas rose 17.4 per cent. The greatest crime rate increased occurred in rural areas, which was up 24.7 per cent. The rise in urban areas was 16.7 per cent.

Speir reported there was one major criminal offense in Texas every ¾ minute during the first six months of last year. On an average, there was one murder every five hours; one rape every 2½ hours; a robbery every half hour; one burglary every 2½ minutes; an aggravated assault every 25½ minutes; one theft every 1¾ minutes and an auto theft each 11 minutes.

There were a total of 310,929 major crimes during the period for a rate of 5,160.6 per 100,000 population. This compares to 259,267 such offenses during the same part of 1974 and a rate for that year of 4,396.6.

DPS figures indicate that more crime is spilling out into the suburbs. Rural areas with over 50 rural population per square mile posted the largest crime rate increase, up almost 51 per cent.

Speir noted that crime clearances in the state improved from 1974. He said 25 per cent of all reported crimes were cleared during that period compared to 22 per cent a year earlier. The urban clearance rate also stood at 25 per cent, while 31 per cent of the rural offenses were cleared by arrest.

The highest clearance rates were posted for murder, which was 85 per cent. Officers also cleared 69 per cent of the aggravated assaults and 61 per cent of the reported rapes.

The lowest clearance rates were for burglary and auto theft, both of which were pegged at 20 per cent.

Another major responsibility of the DPS involves coordination of the state's activities related to disaster emergency services. Events of the past years have positively demonstrated the life-saving potential and importance of this program.

This division's staff works constantly with local governments to help them improve their disaster preparedness. When placed on disaster operational status, the State Emergency Operating Center provides a central base of operations for numerous state agencies with membership on the State Defense Council.

Members of the council help coordinate the total state response, acting directly for the governor.

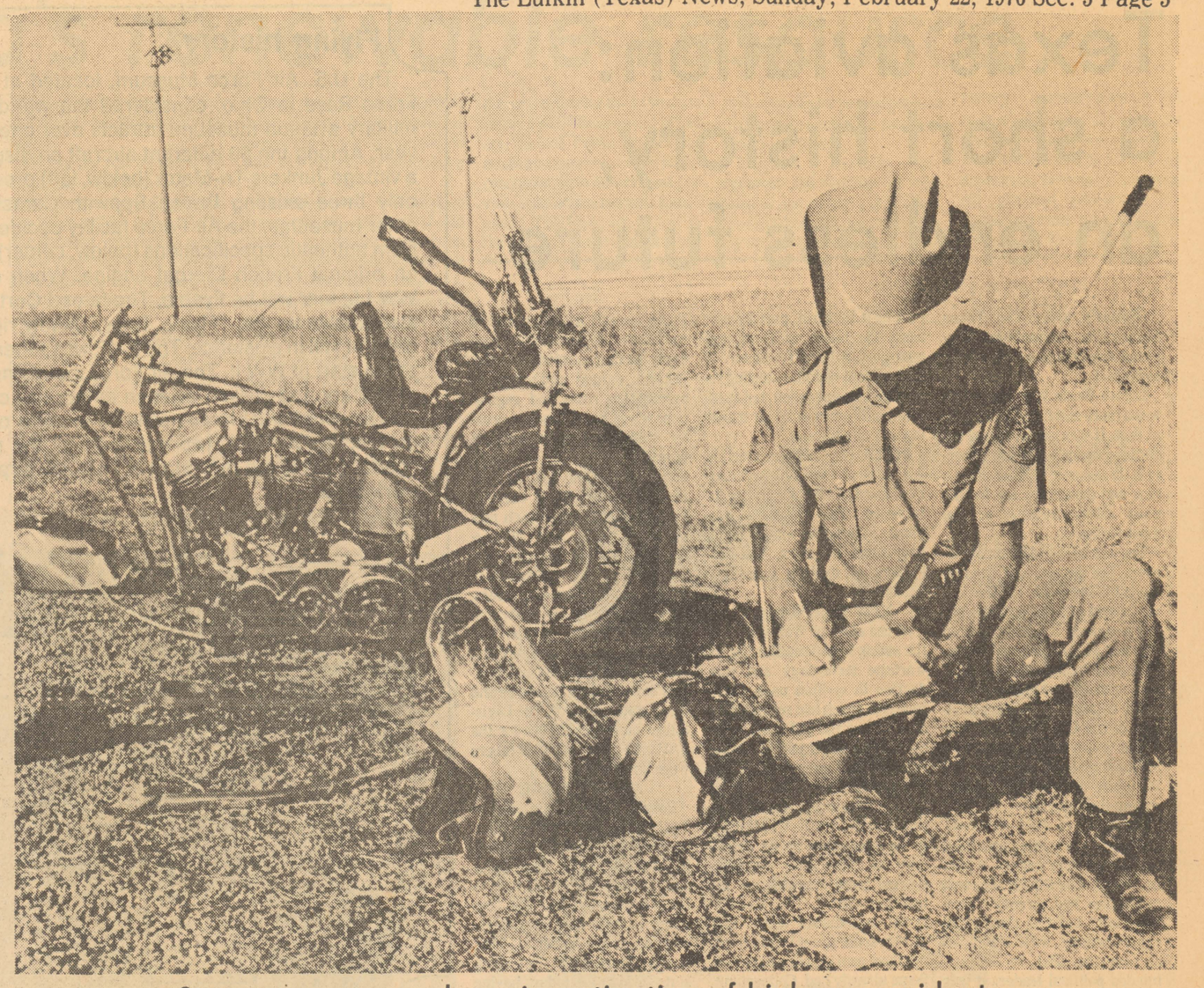
The division maintains direct contact with each political subdivision in the state's 254 counties.

When the Legislature authorized a departmental reorganization in 1957, the state was divided into six regional commands for traffic law enforcement, each of which is commanded by a senior officer who holds the rank of major. Criminal law enforcement commands are headed by captains and are organized under the same boundaries.

The largest service of the Traffic Law Enforcement Division is the Highway Patrol Service. Other functions of the division include the Drivers License Service for licensing and rehabilitating drivers; the Motor Vehicle Inspection Service, which keeps tabs on 7,000 licensed inspection stations and 25,000 mechanic-inspectors around the state; License and Weight Service that enforces truck regulations and the Safety Education Service whose programs promote safety in driving and crime prevention.

The Criminal Law Enforcement Division is the department's other "line" ele-

See DPS, Page 10



State trooper completes investigation of highway accident

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Texas aviation: a short history, an endless future

(Editor's note: The Texas Aeronautics Commission prepared this article on the role of aviation.)

Before World War I, aviation was a mere child, and an odd one at that. It was gangling and underdeveloped. Its future uncertain. It seemed, at best, only a new and dangerous toy for the most adventuresome or the most foolhardy.

The war changed all that however. The government became directly involved in the development of aviation for military purposes; it had recognized aviation as an important reconnaissance tool. Before the war, less than 200 persons were actively engaged in military aviation in the U.S. When the war ended there were thousands. Military aviation had outgrown its fabric diapers many times during that period.

But what of civil aviation? Wild-eyed visionaries predicted a plane in every garage, a pilot in every household. Several companies had already "gone bankrupt" building planes and experimenting with scheduled air service. But to serious-minded political leaders it was obvious aviation was going to be a significant factor in the nation's future. To prevent its growth from becoming too chaotic, Congress passed the Air Commerce Act in 1926, giving the Department of Commerce some regulatory powers over civil aviation. The federal agency was also ordered to foster air commerce, designate and establish airways, maintain aids to navigation (but not airports), issue airworthiness certificates for aircraft, issue pilot licenses, and investigate accidents.

In 1929, the first scheduled transcontinental civilian air passenger route was established. It was a 48-hour trip from New York to the West Coast, part of it by train, part by air, using the latest multi-engined transport, a Ford Tri-Motor. It lost millions of dollars during its first year of operation, but it established commercial air travel in the United States.

In 1938, the Civil Aeronautics Act created the Civil Aeronautics Board (CAB). Again war intervened. This time the emphasis in aviation was on huge, long-range bombers, the precursors of modern passenger transports.

NEW TECHNOLOGY

At the close of World War II, the nation began readjusting its wartime technology and production to civilian uses. Communities which had relied solely on auto, bus and rail transportation were eager to join a growing national and international air transportation system.

The CAB, which was to keep this growth orderly, was limited in its regulation by its definitions of "interstate air commerce" and "interstate air transportation." The jurisdictional boundaries being thus drawn, some states began creating their own aviation agencies. Some already had. Connecticut, for example, had assumed responsibility for state aviation as early as 1911.

The establishment of state aviation agencies which followed that of the CAB were not necessarily formed with an eye toward regulation. Some, like the Texas Aeronautics Commission (TAC), were created to get the state on the aviation bandwagon, as it were, to promote this new civilian transportation mode. At its inception in 1945, the TAC was directed by the Legislature to encourage, foster and assist in the development of aeronautics within the state, and to encourage the establishment of airports and other air navigation facilities. It was a pretty open-ended mandate and there weren't many guidelines to follow. Significantly, however, the Commission was specifically denied authority to promulgate rules and regulations which could impose a greater restriction upon aviation than existed in 1945 (it wasn't until 1961 that the TAC was authorized to certify air carriers such as Metroflight which now serves Lufkin and Nacogdoches). The Legislature provided that the Commission would consist of three members, appointed by the Governor and confirmed by the Senate. The Commission was to represent the state in aeronautical matters before federal agencies and other state agencies. The Legislature budgeted $20,000 for the TAC and three staff members were hired.

A NEW AIR AGE

Coincidentally the year the TAC was created was the beginning of a great civilian air age in the United States, and Texas was already well on its way to becoming a major part of it. The Commission's first annual report, dated December 31, 1946, stated "Texas is now the leading state in aviation today, having 592 designated airports...7,756 civilian aircraft." Also, "Texas is second only to California in the number of licensed pilots." Mention was also made in that report of the average cost of basic utility airports. Texas communities at that time could build one for a mere $10,000. The Commission took delight in noting that this was "under the national average of $35,000."

The new Commission studied the aviation needs of the state intensively, and immediately drew up two proposed amendments to the state's Aeronautics Act. One would authorize counties, cities and other political subdivisions to establish and operate airports and air navigation facilities and to obtain the financial assistance made available by the federal and state government for those purposes. The other would permit political subdivisions to enforce airport zoning regulations limiting the height of structures and objects in the vicinity of public airports. Both amendments were subsequently by the 50th Legislature.

The activities of the TAC expanded gradually over the next few years with emphasis directed toward providing various aviation services to the public. The publication of the first Airport Directory followed an earlier gathering of little known information about Texas airports. It also launched a full scale Air Education Program, and during 1949, presented that program to 5,000 Texas public school teachers. Texas was the first state in the nation to sponsor a mobile Air Age Education Unit. It included a complete library of aviation materials, charts, maps, even a Link Trainer (the forerunner of today's sophisticated simulator trainers used by airlines). The unit traveled from city to city with demonstrations and lectures given at teacher training institutions. The TAC worked to encourage agricultural aviation and Soil Conservation District aerial tours.

The use of aircraft in agriculture had increased since the war and the TAC worked closely with county agricultural agents to improve its effectiveness and safety. In 1951, the TAC, the Texas Flying Farmers and Texas A&M University co-sponsored the First Annual Agricultural Aviation Conference at A&M. That conference created such a demand for field day demonstrations in other parts of the state that the three sponsors could not fill all the requests.

That same year, the TAC formulated a Five Point Program defining its responsibilities with respect to the aviation needs of the people of Texas. It included Agricultural Aviation, Aviation Services (helping communities obtain airline service and navigational aids, conducting safety meetings and the like), Airports and Operation, Air Age Education, and Civil Air Mobilization (civil defense).

FABULOUS FIFTIES

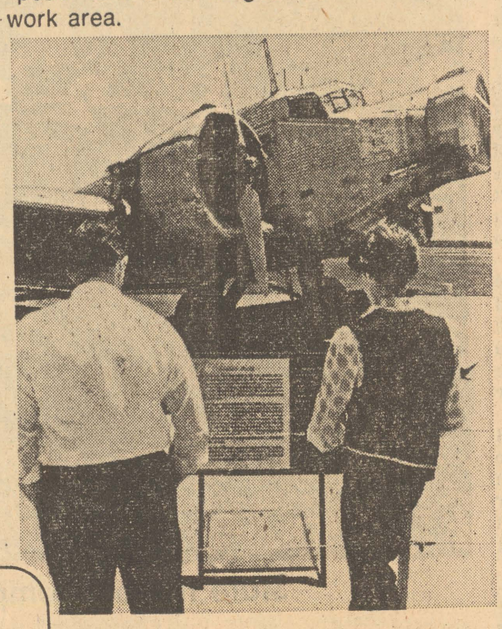
By 1955, most communities with any airport facilities, and almost all Texas pilots were very familiar with the TAC's programs and services. A TAC

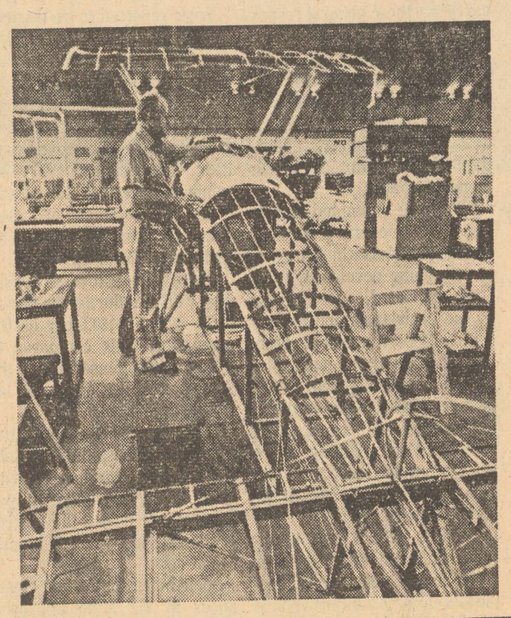
See Aviation, Page 9

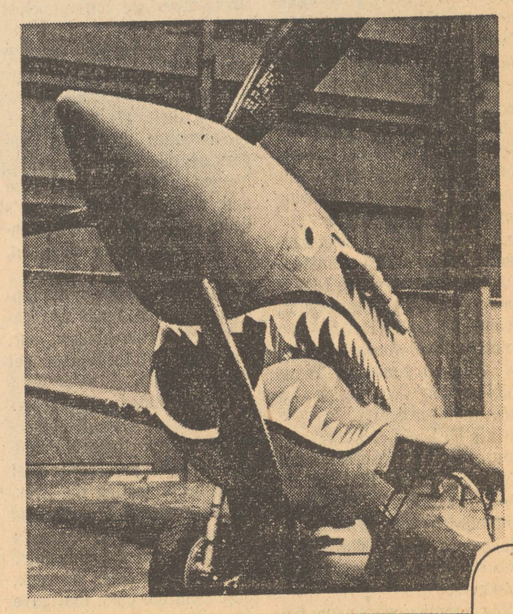
Flying history...

The U.S. Air Force Museum, located at Wright-Patterson Air Force Base in Ohio, considered the world's oldest and largest military aviation museum, attracts over one million visitors every year. Among the 80 different aircraft on display at the museum is a vintage Junkers Tri-Motor (below, left) predating WW II. With the only three existing British Sopwith Camels already owned by other museums, the Air Force facility decided to construct its own from authentic specifications (below, center), even up to including an original French Clerget engine. When complete, the British WW I fighter will be flyable. The famed Curtiss P4E "Warhawk," also known as the "Flying Tiger,"(below right) is one of a mere handful still in existence. The P-4E was America's foremost fighter at the start of WW II. The Air Force maintains a "restoration crew" of military and civilian aviation authorities capable of completely overhauling valuable acquisitions in need of repair before going on display. At right, two members of the restoration crew fit a "pedo" tube to the wing strut of an 0-38F airplane in the Museum's work area.









RUDD'S

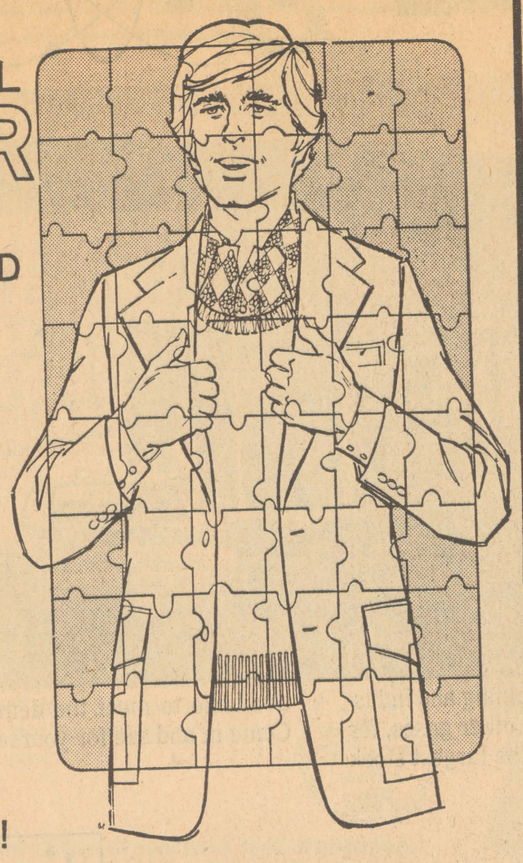
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U.S. Forests: America's renewable resource

The National Forests continued to grow under the authority of the Weeks Forest Purchase Act of 1911, which gave the federal government, for the first time, the power to expand the national forest system by acquisition. This act signaled the end of the era of public land disposal and placed the federal government in the land management business.

Land acquired under this authority has been in a deteriorated condition. The basic purpose of the act is to buy timberlands severly damaged by excessive cutting, fire, disease, or farming, and restore them to productivity. Some of these were private lands and abandoned farms, some were public lands acquired by the states for delinquent taxes, but nearly all were lands that had been abused and poorly protected whose owners were happy to unload on the federal government.

National Forests In Texas

Under this authority, the Governor of Texas, in 1933, approved a resolution known as the Texas Enabling Act, to urge the federal government to purchase land in this state for use as National Forests. Purchases began in 1935 and were proclaimed by President Franklin D. Roosevelt in 1936 as the Davy Crockett, Sam Houston, Angelina and Sabine National Forests.

Today, the National Forests in Texas comprise nearly 700,000 acres of federal forest lands contained within the proclaimed boundaries, which cover an additional million acres of privately owned land. Under the multiple-use philosophy of the Multiple Use and Sustained Yield Act of 1960, each natural resource of the National Forests is managed in balance with other resources to meet present and future public needs.

— Timber is managed by a sustained yield principle, growing twice as much as is harvested, with sales of pulpwood and sawtimber made at regular intervals.

— Watersheds are managed to regulate streamflow, control floods and erosion, serve as water storage areas, and supply clear, clean water for agriculture, industry, recreation, and domestic use.

— Ranges are managed to conserve the land and its plant cover, and provide forage for domestic animals and wildlife.

— Wildlife habitat is managed to keep animal numbers in balance with available food and shelter.

— Recreation areas ranging from picnic and scenic areas to fully developed facilities are managed to serve the increasing number of people who use the forests for sport and relaxation.

Management of these resources is conducted throughout seven Ranger Districts (by U.S. Forest Service Rangers) located on the forests, who receive administrative guidance from the headquarters of the National Forests in Texas, located in Lufkin.

Throughout the past 40 years, the management of these National Forests has been characterized by increased use of the forest resources and increased conflict among the users. The demand for timber and timber products, and the demand for recreation in particular, have literally exploded. In turn, these have created pressures on other resources, such as wildlife, and soil and water conditions.

The Future Outlook

Two conflicting forces are now very much in evidence; the continuing growth in demand for more production of forest resources such as timber, forage, minerals and recreation; versus a rising concern for the quality of the environment with an emphasis on mere protection and preservation.

Increased timber production on the National Forests has been resisted as being unnecessary and too costly in terms of the harm to the other resources, including the scenic character of the land. Opposition has particularly focused on one method of intensive timber management, the practice of clearcutting, which is the cutting of all trees in a particular area as opposed to partial or selective cutting.

As a result of a challenge brought on this basis by the Izaak Walton League on the Monongahela National Forest in West Virginia, a federal judge has ruled, and his decision upheld by a circuit court of appeals, that the 1897 Organic Act prohibits the sale of any timber from the National Forests except dead, physiologically mature or large growth of trees that are individually marked.

Although applicable now only to National Forests in the four-state area served by the Fourth Circuit Appelate Court — Virginia, West Virginia, North Carolina and South Carolina — the decision now faces the possibility of being extended to all National Forests. If this did happen, sale of timber from federal forests could be reduced by more than 60 percent. This interpretation has serious and far-reaching consequences, and professional foresters are now seeking new legislative policy concerning the role of the National Forests in timber production. Directly at stake is more than half of the nation's saleable softwood timber supply, which now stands on National Forest Lands.

During the last 30 years, demand for wood and wood products increased by 65 percent. The latest outlook indicates that this demand will double again by the year 2000, and will outrun the annual harvest, both on private land and National Forests. What then?

Much of the controversy that has arisen over use of the National Forest resources concerns not just the degree of management, but whether these lands should be managed for production or used at all. Although pressures continue for more intensive timber management and greater productive output, some conservationists believe more lands should be preserved in a wilderness state and not subject to productive use.

Consider what will happen when private holdings of old growth sawtimber have been cut and new stands are not yet mature. Obviously, lumber products will fall and demand will be greater than supply. National Forest timber will then be in great demand, but intensive, high-yield forestry to increase production will be necessary.

The Forest and Rangelands Renewable Resources Planning Act of 1974 is an attempt to determine and meet these future needs. This act calls for a direction of forest development, use and protection for many years to come. Under the direction of this act, the U.S. Forest Service has made an assessment of all forest resources, both federal and private, with a view towards future needs. This program is now in the hands of the President of the United States for presentation to Congress to decide the future of America's forests.

In terms of direction, management and funding for one-third of our nation's land area, the next few months are probably the most crucial in our forest history. In observance of the Nation's Bicentennial with 100 years of forestry, the course that we now take will be vital to all Americans because it involves our greatest renewable resource and more than 92 million acres of our National Forests.



PLANNING FOR THE FUTURE

More than 200 people from many walks of life gather in a forested environment to join U.S. Forest Service planners in determining future needs and uses of the National Forest. Conflicts in the uses of the Sam Houston National Forest were discussed in the first weekend public planning session, called a Charette, held during the fall of 1974.



'SAM HOUSTON' CYPRUS

A forester is dwarfed by the gigantic size of a tree that is typical of those that once stood in the virgin forests of East Texas. This particular tree, nicknamed the "Sam Houston" Cyprus, was located on the Sabine National Forest and later flooded by Toledo Bend Reservoir.

Longhorns could survive as hardy range critters

Men who were legends rode the ranges of the Old West, they stalked the dusty streets of cow towns and boom towns. They fought, shot, loved and rode their way into the pages of what is unique American folklore. But, had it not been for the Longhorn, the cowboys of the Old West might today be as unheralded as the early American cattlemen of the East.

The Longhorn was a rangy critter, descended from tough Andalusian cattle brought to the New World in the early 16th century by Cortez, the Spanish explorer. The Longhorns flourished in the sparse vegetation of the arid Southwest.

Where a Hereford or an Angus might starve to death, the Longhorn could find and eat enough to stay alive. Needless to say, the animals were more renowned for this survival ability than for the quality of their meat. While the meat could be eaten, the Longhorn's principal commercial value derived from their hides, horns, hooves and the tallow rendered from their carcasses.

Immense herds of these animals accumulated on the plains and in the riverbeds of the American Southwest during the Civil War. In Texas alone, hundreds and hundreds of thousands of Longhorns, as wild and skittish as deer, abounded on the open range. As the East and Midwest became more and more urbanized, the growing population developed an appetite for meat and other animal products that far outstripped the production ability of local farmers.

Many ex-soldiers, from the North as well as the South, drifted westward to capture the Longhorns and drive them to railheads in Kansas or Oklahoma for shipment, to market. It was not an easy way to make a living, but many Texas moguls got their start by putting lariats on Longhorns. In the hot, dry climate of the Southwest, the Longhorns hid from the heat of the day and the insects by taking refuge in the almost impenetrable thickets of mesquite and palo verde. A man on horseback could not possibly follow the creatures into those thickets. But the Longhorn, whose horns commonly spanned ten feet from tip to tip, moved with uncanny grace through brush, ducking, swinging and weaving his horns with a fluid motion that destroys the old cliche about the bull in a china shop.

Longhorns vanished from the cattle markets as homesteaders fenced in the open range. Homesteaders brought barbed wire with them and they brought English cattle breeds. These cattle were more domesticated and they produced far superior beef. But they were not the stuff of legends.



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New exodus to rural America

Telecommunications will stimulate the decline of the urban age and "will alter social patterns more profoundly than the previous transport revolutions of the railway and automobile have done."

By Norman Macrae
Deputy Editor
The Economist of London

America is not now very good at preparing to confront the future with any thoughtfulness. It is better at setting up institutions to study what was thought to be the future in the past.

About six years ago all its places of learning got a rush of research funds to study the problems of the cities.

Meanwhile, five years ago, the trek back to the small towns and rural places began.

Between 1970-73, the latest years for which there are data, there was a movement into America's rural areas of just over 350,000 a year. Without many people noticing it, the tide is already flowing back from both suburbia and the cities rather more quickly than during the 1960s it was flowing into them. The next crisis of lifestyles will be that of reruralization.

Early in its third century America will have to create a new ex-urban lifestyle, probably again very suddenly.

Towards telecommuterdom

I think that America will now lead the world toward the end of the urban age, although I agree that that end may have several false starts.

First, telecommuting is coming. When production is properly automated even in service industries, probably 60 per cent of American breadwinners will be brainworkers. A brainworker can much more easily dispatch his work than himself to the office. Eventually workers will telecommute from their homes, but meanwhile telecommuting from neighborhood work centers will begin.

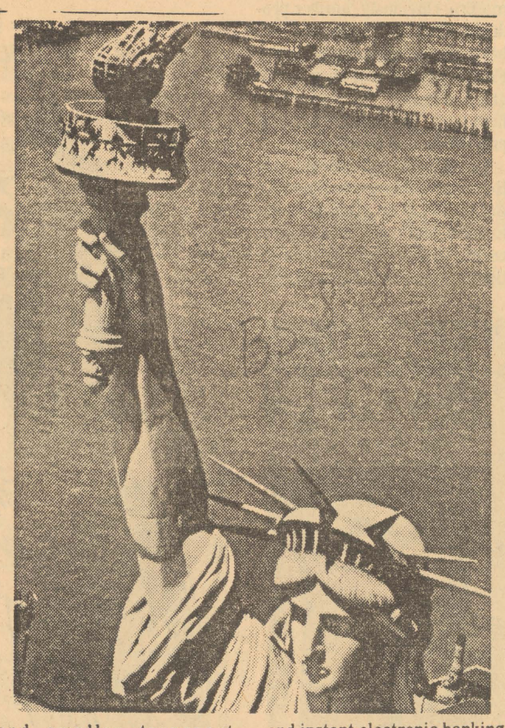
These will be places which will utilize the broadband two-way channels that are attached to cable TV and where you will buy season tickets to have contact at will by picturephone and telex with all the colleagues and computers with whom you work — to exchange instant written and spoken and visual messages with them.

Businesses still do not understand how cheap the marginal cost of all this is going to be. At the 1974 Rome conference on futures research, one speaker calculated that in remote African villages today computer-conferencing systems based on minicomputers could be made available for the price of a cheap truck.

Businesses also do not realize that productivity will rise most sharply in precisely the fields where for decades face-to-face contact has wrongly been supposed to be most important. Once people are used to it, computer-augmented "confravision" across continents will be a more sensible way of getting 20 people to make a decision than ordinary face-to-face meetings, because each individual with his terminal can ask questions from a computer and everybody can look jointly at a screen.

Profound revolution

Telecommunications will alter social patterns more profoundly than the previous



and smaller transport revolutions of the railway and automobile have done.

In tomorrow's scattered communities there will be telemedicare; health care delivery will become an efficient information-intensive business, instead of a hit-and-miss labor-intensive one.

Education will move along the same electronic, audiovisual, individualized road. Shopping will involve intelligent use of widespread and competitive consumer information retrieval systems, and instant electronic banking in place of cash deals.

Increasing wealth and technology allow the inhabitants of rich countries to do something totally new in human history: namely, to live according to individual choice instead of in groups. They are therefore naturally throwing away a lot of the old tribal restraints, religious conventions, patterns of obedience to authority, the moods of obsequiousness that were necessary when they lived in groups.

And now, very awkwardly, people are finding that they can be happy only if they do live in groups. It is pointless to say that society must therefore return to being ruled by the old conventions, religious restrictions, craven obedience to the convenience of the boss while at work; individuals will not accept these restrictions now they see that wealth and the birth control pill and transport technology, make them no longer necessary, and anyway it cramps individual freedom to suggest that they should.

Key to civilization

The key requirement for civilization is that every individual should be able to make a deliberate choice about which community he wants temporarily to join, with absolute freedom to move to search for variety and with much fuller information than now about the alternative lifestyles available.

As telecommunications will greatly increase mobility, it will probably be right to finance telecommunication facilities much as roads have been financed. Once satellites are tossed into space, the marginal costs of using them do not vary greatly with distance of message sent, so it should become as cheap to telecommute daily to your office in New York from Tahiti as from next door.

On the whole, I discount the feat that the new communities will turn into impossibly inbred cloisters of bankers in one village, fetish hippies in another — although dangers of bigger class-splits arise because the first telecommuters will be the affluent, who may therefore learn less about ordinary people than ever as they work in electronic isolation from the underprivileged.

A free man of the future must have an individual choice between various communities with sharply contrasting lifestyles. It has been an advantage for America that the existence of separate states allows experiments with differing laws, but state boundaries are an anachronism. Decisions about community lifestyles will have to be made much lower.

The result in America's third century will probably be a choice between more puritan towns and middle-of-the-road ex-urban telecommuter areas with an interesting range of customs (ranging on the right to groups of citizens who will have hired some small Dutch or Japanese multinational company to run their local government on a renewable performance contract, and on the left to the participatory or the hippy).

Freedom and religious liars

This range of choices will be important as the world moves through the stage of psychedelic and mood-affecting drugs to the point where electronic stimulation of the pleasure centers of the brain becomes a rather easy technology, and — here is the horror — where gentic engineering "advances" far enough for us to be able to mold special characteristics into babies and to stimulate artificial intelligence in human beings.



NORMAN MACRAE: An Englishman's view of America's future.

If the leading country in the world is centrally-governed as these last break-throughs are gradually made, then its central decision about them is likely to be either too restrictive or too permissive-by-default. If it is too restrictive, gray markets in artificial happiness and baby-molding techniques will loom up. At the other extreme, if legal controls over these approaching horrors are too mushy, changes in the nature of human beings may come about unchecked.

There can have been no period in history when it has been more crucial that the world's leading country should have lots of competing local governments, with a cool federal government sitting on top to decide from gradual experience which systems of adequate control look like working and which systems of overcontrol or no-control don't.

The same is true for the reform that is now needed of life patterns, i.e., how best to change society's present mishandling of children, adolescents (especially) and old people.

But there are two dangers. First, sophisticated Americans are running scared. Secondly, both simple and psychotic Americans have too often been dominated by religious liars. These points are disturbing.

They support the arguments of those who say that America in its third century is as liable to lead the world back to the ignorance of the dark ages as into the knowledge intensive age before us.

And yet, in the end, the truth is that in each of their half-a-dozen major crises since their first, when they seemed to have lost their revolution against the British in Valley Forge, the United States have done more wisely than any sane man at the time could reasonably forecast they would do.

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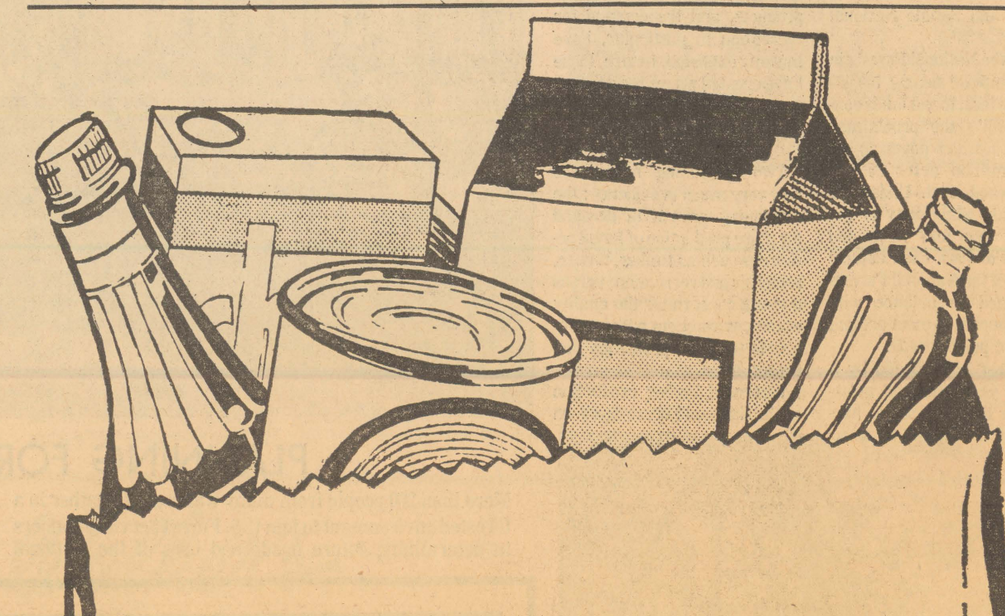
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Wagoner---

(Continued from Page 5)

large part of the tree that was not used.

"It was not like it is now. Now, we do like the butcher who utilizes every part of the hog except the squeal. We are using sawdust, bark, and almost everything."

Wagoner the conservationist, has no quarrel with the harvesting of trees, as long as they are utilized in a beneficial way and then replaced.

"The Good Lord gave us these forests to use wisely," he says, "and even after they are used, there is beauty in the regeneration process."

He said it is in the interest of lumber companies to see that trees continue to grow in East Texas, rather than just cut them and leave the land bare.

"Few people realize fully that forests are renewable resources," he notes. "In contrast to oil and other minerals, forests will continue to grow and replace themselves when given the opportunity to do so in a favorable economic climate."

In other words, while he wants to see that East Texas keeps its forests, he says he realizes that man has certain needs that can only be fulfilled by cutting mature trees. The trees that are cut are replaced, he says, by genetically improved trees with controlled spacing.

What does it mean to East Texas when trees are harvested.

"Arthur Temple asked me to make a check in Lufkin and Angelina County a few years ago on how much individuals related in some way to the forest industries contributed to the United Fund.

"We found that forest products industries and their employes contributed approximately 55 per cent of the money raised by the United Fund in the county. So, I believe it can be determined by that result that more than half of all the income for groceries, service stations, drug stores and other local merchants come from the forest products industry.

"Also, it has been estimated that the operation of one pulpwood truck means between $30,000 and $50,000 annually to the community in which it operates — that is including everything, such as gas, tires, maintenance, etc.

"And a U.S. Forest Service nationwide study, broken down on a regional basis, had indicated that each dollar from standing trees adds $25 to the Texas economy, from harvesting, manufacturing, construction, transportation and marketing."

Wagoner says that the forest industry contributions to the Texas economy amount to more than $2.2-billion annually, almost all in East Texas. Nearly 100 per cent of the state's 11½-million acres of commercial timber is located in all or parts of 40 East Texas counties.

Wagoner predicts that one possibility of the growth in the importance in East Texas timber in the future is through new uses of wood now being developed.

"With petrochemicals becoming more scarce, and the population increasing, I believe you will begin to see some of the products that have been made through petrochemicals produced through the chemical arm of the forest products industry," he says.

Another is the continuing demand for residences.

"The best way to improve man's environment," says the TFA executive, "is to improve his housing.

"And this is the reason for another growing demand on our forests, since wood is a better insulator than concrete, brick or metal, and since it takes less energy to manufacture forest products than other building materials."

Wagoner says that this area is in its "third forest." The original, he says, is the virgin timber that was here when the forefathers first came to Texas. The second is the one being harvested now, and the third is the one being planted to replace it.

In helping the forest industries get where they are today, Wagoner has played a key role in building TFA into an organization of 2,109 members as compared to the 350 it included when he came here.

Among TFA's biggest achievements since he became its executive, Wagoner believes, is the construction and paying off of the mortgage for "a home of our own," a predominantly wood headquarters building at the corner of Atkinson and Oleta in Lufkin.

"It is conveniently located on a wooded lot and designed to show how wood could be used advantageously in modernistic construction," notes Wagoner. "We feel that it is one of the most attractive small buildings in Lufkin."

Another noteworthy accomplishment was the merger of TFA and the Texas Forest Products Manufacturers Association (TFPMA) in 1970. Prior to the merger, some individuals and firms were members of both organizations. "This was advantageous for both organizations," says Wagoner. "TFPMA was financed entirely by the forest products industry but had no paid staff or headquarters.



OLDTIME TEXAN

BOB SNOW, EXPERT AT SNOW JOBS

Captain Bob

Texas tall tales his speciality

By MIKE COX
Special To The News

Bob Snow blends right in with the rugged Texas Hill Country, just like a deer seems to fit in with the dusty scrub oaks.

Captain Bob, as folks call him, has spent most of his life in the outdoors.

At 77, Snow, a tracker on the YO Ranch northwest of Kerrville, is one of the few folks still around who's ever hunted mountain lions, shot a camera out of a reporter's hands and worked with some of the state's best known old-time Texas Rangers.

Much of Snow's career was devoted to the Texas Parks and Wildlife Department. He was a game warden from 1925 to 1965 and created his share of legends, some of which may never be told, at least publicly.

But many stories can be told by Snow, who's probably one of the best practitioners of the mostly extinct Texas art of storytelling.

Like the story about the reporter's camera which ended up with two apertures — one of them about the size of a .45 caliber bullet.

In the 1920s, Snow was a driver for a Texas Ranger. That ranger, Snow and several other lawmen were down on the Rio Grande, waiting for a suspected killer to cross the river.

The suspect was apprehended, and as Snow tells it, the man's Constitutional rights were stretched a little in the process of him giving a statement in connection with the killing.

A young reporter asked Snow about the case, and Snow mistakenly concluded the man was a deputy sheriff, though he said later he should have suspected something because of the "fancy" attire the man sported.

At any rate, the wrong kind of information from the state's point of view got into print.

The next time Snow saw a reporter, it is said, he blasted the man's camera with his pistol.

"That's a darn lie," Snow later said. "That camera didn't belong to him, it belonged to the newspaper."

Snow was born in Williamson County, but grew up in the Rio Grande Valley. His grandfather on his mother's side was Robert DeWitt, who did a lot of Indian fighting with John R. Baylor during the 1870s.

DeWitt's two brothers settled in Mexico after the Civil War, but DeWitt went to the Kerrville area for his health.

When he wasn't chasing Indians, Snow said, the old man did a little preaching.

His grandfather, Snow said, had a political philosophy typical of old-time Texas.

"He always said there are two ways to better your country: 'If you can't preach the gospel into 'em, shoot the hell out of 'em,'" Snow said.

Talking about Indians led to a discussion of bow and arrow hunting in Texas, which many have criticized because an arrow wound is not always immediately fatal, which leads to lost, wasted game.

"If bows and arrows were worth a damn," Snow said, "the Indians would still have this country and we'd have a chief for president."

Snow has occasionally been accused of embellishing a tale, but not often, nor to his face.

"The only man who ever successfully called me a liar was George Parr, and he had a gun behind it," Snow said, referring to the late "Duke of Duval," who killed himself in 1974 on his Duval County ranch.

Most people don't carry guns these days, so most of Snow's statements go unchallenged, like the time Snow was being interviewed by a reporter from Houston.

"I told him about the time the game department sent me down to Cotulla to catch some javelinas. They knew I was expendable and had eaten javelina all my life," he began.

Snow said his dogs ran a group of the pecarries into a cave.

There's a certain science to getting javelinas out of a cave, Snow explained.

If one ropes a javelina around the neck and pulls him out of a cave, Snow said, the animal will set up a tremendous wailing. That irritates the other javelinas, which causes them to run out of a cave at once, which is bad for the person who has his rope around the neck of the javelina, Snow continued.

The first correct step, Snow said, is to crawl inside the cave, which he did.

"They were in there, their backs against the wall. You could hear their little teeth going up and down," he said.

The next step, he explained, is to make a loop, then use a forked stick to work the noose under the hindleg of the javelina.

Once that is accomplished, Snow said, one tightens the rope and pulls the pig out of the cave, quickly stringing him up from the closest tree.

One pig in the tree already, Snow went back into the cave, he said. He was poking around inside with a flashlight when his helper said, "Bob, a five-and-a-half foot rattler just crawled in the cave behind you."

"I turned around and there he was, curled up, his black tongue spittin' in and out," Snow said.

"What happened then?" Snow quoted the young reporter as asking.

"I woke up, that's what happened," Snow said he told the interviewer.

TAC has grown through the years

(Continued from Page 6)

engineer was available to give technical assistance to those communities wanting to build a new airport or improve existing facilities. The state now had nearly 1,200 airstrips of various sizes, less than half of which were open to the public, Eleven airlines served the state. The TAC now had five staff members.

For the most part, the 50's was really the heydey of general aviation. Even with some minor economic pains in 1951, the prognosis was glowing. The rather optimistic prior predictions of an airplane in every garage had generally been discarded, but they were replaced by some other forecasts just as tantalizing. The Postmaster General predicted that mail would be carried long distances by guided missiles before our technology could even place a man on the moon. Aviation experts predicted regular supersonic air transport service between the U.S. and Europe by the late 60's. There seemed to be no obstacles in the path of adolescent aviation. Of course adolescents are commonly naive.

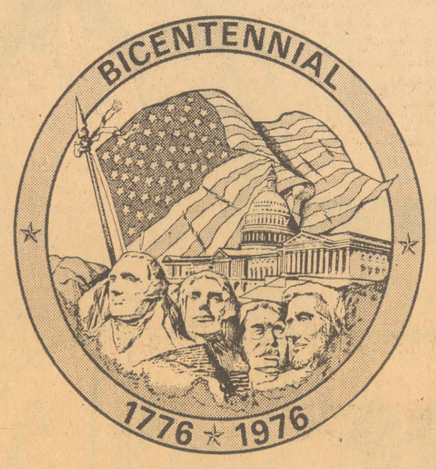
In 1958, Congress approved the Federal Aviation Act, creating the Federal Aviation Administration and handing over to it the responsibility for aviation safety and licensing of pilots and aircraft nationwide. With this action, Congress it was thought, was ready to make more money available to civil aviation in the future. The TAC made plans to ask the 56th Legislature for funds to assist small communities in building new airstrips and improving existing strips. However, authority was not given the TAC to offer matching grants-in-aid for airport building until 1965.

TAC BECOMES REGULATORY BODY

In 1961, President Kennedy requested the FAA administrator to develop a statement of national aviation goals for the next decade. Also in 1961, the Texas Legislature amended the 1945 Texas Aeronautics Act in several ways. The number of Commissioners was increased from three to six, and the guidelines for their appointment were altered. The revision also resulted in changes in the Commission's powers and duties. Its authority was amended to include the acquisition of lands or navigational aids or facilities given to the state to hold in trust for future control or administration. The most important change in the Commission's power, however, was the granting of authority to the TAC to certify air carriers operating within the state. The TAC was given the power to exercise economic and safety regulations over scheduled intrastate carriers not operating under certificates of convenience and necessity issued by the Civil Aeronautics Board. This act, in effect, insured that Texas was committed to the development of an intrastate air transportation system, which would complement and supplement the national system. As the Texas system grows, more and more of the state's smaller communities such as Lufkin and Nacogdoches will be able to link up.

Although it was adding to the responsibilities of the TAC, the Legislature did not budget any money for regulatory activities until 1969. TAC personnel were expected to take on this added responsibility in the course of their other activities. The first TAC Certificate of Public Convenience and Necessity was issued in 1963 to Miller Flying Service.

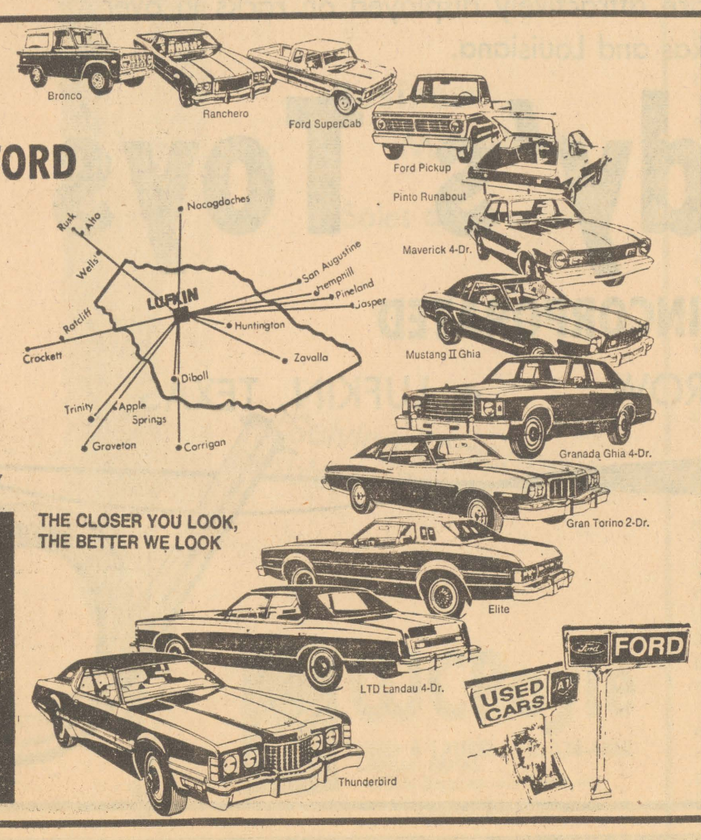
Also in 1961, the Commission established a surplus property program. Its purpose was to acquire federal property for use by local communities in maintaining or improving their public airports.



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A patchwork history of folk tales, yarns, legends

(Continued from page 1)

The animals amused most everyone in town — with the exception of Mrs. Marcus Gipson and Mrs. Joe Barnes. Their husbands had purchased the monkeys and named them Ollie and Jenny. Coincidentally, those were also their wives' names.

That was not Gipson's only encounter with the animal kingdom. Also in the Thirties, he owned a parrot that became rather famous for both its gift of gab and its habit of begging for toast, then dipping it in coffee before eating it.

And in 1940, Gipson and other Lufkin High School backers bought a Mexican cougar to be used as the mascot of the Panther team. The big cat was named Fang and was kept in a cage built by shop teacher Morris Hood.

Home for the mascot was the Gipson Funeral Home where attendants had the responsibility for its care and feeding, as well as transporting it in the back of a pickup truck to the home games.

But as the cat grew in size and ferociousness, there was sometime a question of whether the attendants would be serving the meal or be the meal. Finally Fang was donated to a zoo.

Blacklisted

John C. Arnett was justice of the peace in Huntington for many years, and he apparently had a keen eye for the obvious.

Early one morning in the Thirties, Uncle John, as he was called, went to investigate a report that the body of a Negro man had been found near the railroad tracks.

When the JP returned to town, the people wanted to know what had happened. Arnett gave this simple and indisputable explanation:

"He died with the black leg."

The death certificate carried that statement, and it was never questioned by state officials in Austin where the records are kept.

Toughest Town In Texas

In Lufkin's early days, it was known as the "Toughest Town in Texas" and through the years it has had its share of infamous crimes.

The train porters, in announcing Lufkin as the next stop, would cry out, "Prepare to meet thy God."

In 1935 Judge E.J. Mantooth reminisced about the early years of Lufkin. He said the rough reputation often discouraged the outside criminal element from coming to Lufkin, simply because the crooks were afraid the town was too mean for them.

In 1933 a fellow called Charlie Outlaw, of all names, was said to have murdered one man and injured two others by wielding a hammer. The violence was the result of an attempted robbery involving $2.50.

In February, 1934, Bernard La Coume, Roy Cusack and Glenn Warren were accused of the murder of a 70-year-old man. The victim's wife was bound and gagged while the men stole a safe they thought contained $10,000. When it was opened, only a single ten-dollar gold piece was found.

Bonnie and Clyde also made a trip through the county on at least one occasion. Ollie Strain of Diboll recalled the time they picked him up on the road as he was hitchhiking near Groveton.

He said he immediately recognized gang member Raymond Hamilton. They also had their arsenal in the car.

"I was too scared to do anything so I tried to carry on a little small talk," he said. "They began to ask questions about how to get out of Lufkin on Highway 69 south. I told them my mother lived out that way and I'd be glad to show them how to get ther if they wanted.

"But without any warning, they stopped in Lufkin and told me to get out."

It wasn't until the next day that Strain heard that someone had stolen the car of District Atty. R.C. Musslewhite. Two weeks later the car was found near Mexia, after the bank there had been robbed.

A Dog With A Heart Of Stone

When the R.L. Cunningham family moved across town in the mid-1960s, most of their neighbors missed their dog as much as they did the family.

The dog was truly unique. It stood four feet tall on its haunches, was snow white and as solid as a rock despite his age.

Part of an ear was missing, there were a few pock marks on its back and someone had taken a pencil and drawn in pupils on the eyeballs.

Cunningham's canine was only a concrete statute, but for two generations of Lufkinites he was as famous as Rin Tinn Tin and Lassie.

Many legends and tales were spun around the statue. His fame spread as far as St. Louis, according to one yarn.

The year was 1939 and Cunningham was waiting for a train connection in that city. He struck up a conversation with a traveling salesman, and it turned out the man had been in Lufkin.

"The only thing I remember about Lufkin is that there's this two-story white house with a big statute of a dog in the front yard," the salesman said.

"That's where I live," Cunningham said.

The salesman gave him a funny look and without another word got up and walked away.

Years after the brief encounter Cunningham still chuckled about the incident.

"I guess he thought I was some sort of nut," he said.

Lufkin's Three-Legged 'Hobo'

While the Cunningham dog may have had a heart of stone, along with all its other faculties, it was the people of Lufkin who opened their hearts to another canine: "Hobo," the three-legged tramp dog.

No doubt numerous three-legged dogs have left their abgreviated tracks across the sands of time, but Hobo was a dog owned by no one, and yet who belonged to everyone. During the early 1940s, he was the pet of the community.

Hobo would have been no different than any other stray had it not been for fate. Struck by an automobile, he was severely crippled to the point that he had to drag one of his legs.

As things turned out, the broken leg was the best break a dog ever had.

He was such a pitiful sight that a group of workers at what was then Lufkin Foundry and Machine Shop took up a collection to have the leg repaired. But the damage had been permanent, and the only recourse was to amputate the leg.

In losing a leg, he won the sympathy of a city.

Hobo became probably the best-fed pooch a community ever had — because he was fed by the entire town. He had a regular route he followed each day, and most every stop along the way produced a meal from a housewife or shopkeeper. Each year one person or another would pay for his shots and checkup at the vet's.

Hobo slept by the watchman's shack at the foundry, and his favorite daytime hangout was the bus station on East Shepherd where he claimed the spot in front of the gas heater.

What's more, the dog with three legs had the easiest time getting around town. Though he appeared to be German Shepherd, you had to wonder if perhaps he was also part greyhound. In those days Lufkin had city buses, and it didn't take Hobo long to catch on to catching the bus.

It was a common sight for him to be lined up with other citizens to board the bus — just another example of the free ride Lufkin gave him.

But in 1946 Hobo had another run in with being run over. The accident was considered of wide enough interest for a story on page one of the newspaper: "Hobo. . .was a hospital patient Monday, this accounting for his absence from school grounds and the downtown area," the paper related. "He suffered a broken pelvis and broken tail in the accident but appeared to be recovering Monday afternoon."

Thirty years later, S.T. Neubert, DVM, would still recall treating Hobo.

"After his last accident he became mean and unpredictable, biting anyone who came too close to him or tried to pet him. I was contacted several times about putting him to sleep, but refused to do so.

"Then one day he disappeared. No one seemed to know what happened."

There were those who wondered if Hobo perhaps had become tired of Lufkin and, as tramps are likely to do, simply moved on. But no one could recall seeing him board the out-of-town bus.

'Marriage' and 'Ottie'

Lufkin also had its famous horses. Perhaps the two most renown were Marriage and Ottie.

Ottie was as much a pioneer as her master, C.N. Humason, an early fire chief, mayor, churchman and ice cream factory owner.

She pulled Lufkin's first ice wagon through its streets in 1896. She was at the lead carriages of funerals and parades, and she answered hundreds of fire alarms with her owner.

Humason often said that Ottie wore out 12 buggies, 14 sets of harness, and 200 shoes — "but only one ten-cent buggy whip" — during her lifetime.

When she died in 1918 at the age of 44, most of Lufkin shared the Humason's sorrow. A family friend described her passing:

"She was a faithful old mare and member of the family. During her last six months, she was tenderly fed and watered by the mistress. Finally, the family doctor was called in to give her chloroform so that she might pass on in a peaceful sleep.

"She was gently wrapped in heavy duck tarpaulin and laid to rest near Glendale Cemetery."

Of course, it wouldn't have been proper to bury her in the family plot at Glendale or, for that matter, anywhere in the cemetery.

So Ottie was buried in an unmarked grave just beyond the cemetery. But in the family plot, among Lufkin's camptains of commerce, the Humasons placed a small slab of marble. On it, they wrote the inscription:

"Ottie. . .a faithful old mare."

While Ottie was a beast of burden, Marriage made his name on the racetrack. Owned by Lufkinite Carl L. Du Puy, the stallion had an annual race in New Orleans named for him. Each January, Du Puy would head for the New Orleans Fairgrounds to witness the Marriage Handicap.

"It's really Marriage's race," he said. "He won it twice, the first horse to do so, and held the track record for 16 years."

Marriage raced on every major track in the nation and set four American and one world's record. Du Puy had purchased the chestnut for $5,000 in 1941. During a nine-year racing career, the horse grossed more than a quarter of a million dollars.

Afterwards the maternal grandson of Man O' War was retired to study on Du Puy's Hidden Springs Farm near Lufkin where Marriage lived to the ripe old age of 29. He's buried at the lakeside near the green clover he loved.

Southland---

(Continued from Page 4)

Southland's new E.K. Gaylord Nursery, located near Jasper, marked its second year of operation in 1975, producing some seven million pine seedlings for planting on company lands throughout East Texas.

The creation of the 100-acre nursery was part of a two-phase program to upgrade the productivity of Southland forests. The first stage was the establishment of a seed orchard near Nacogdoches, where genetically-superior pine seeds are being produced through the scientific grafting of selected superior trees. When the grafted trees reach cone-bearing age, they'll generage tens of millions of superior pine seeds for Gaylord Nursery each year.

The nursery, in only two years of operation, has already grown 24 million seedlings — the equivalent of planting a tree for every person in Texas and each of its bordering states.

To improve the availability of game on its lands, Southland in 1975 created a new wildlife management department that will be concerned with the propagation and management of game animals, non-game animals, endangered species, and other fish and wildlife on Southland's forestlands. Much of the department's experimental work will be centered on Southland's 25,000-acre Brushy Creek Experimental Forest in Trinity and Polk counties.

Long an industrial environmental leader in East Texas, Southland continued to make strides in the abatement of air and water pollution during 1975.

Work was completed at the Houston mill on a new weak black liquor filtering system which enables the mill to recover chemicals and wood fibers, and improve the quality of its waste-water.

At Lufkin, construction work was begun on a sludge dewatering system which will enable the mill there to burn a nuisance sludge generated by the mill's waste-water treatment plant.

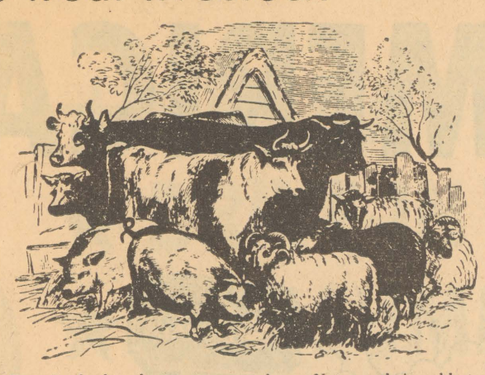
Cost of the two projects brings to nearly $20 million the amount of money spent by Southland on environmental facilities since 1967 — a cost nearly three times more than the Lufkin mill when it was constructed in 1940.

Southland continued to be one of East Texas' major sources of economic growth in 1975, contributing some $131 million to the economy in the form of payrolls, wood purchases, supplies, services and taxes.

Kurth sees a continuation of the economic benefits for years ahead. "The demand for Southland's products is good. We have a tremendous resource base with some of the best forestland in East Texas. We've been able to lick most of the problems that have hampered other paper companies, such as energy and environmental restrictions, and we're fortunate to have the best management team in the newsprint business," he says.

Old home remedies of family also used to treat livestock

Early farmers borrowed home remedies used in the treatment of their families to battle diseases among their livestock.



A common ailment among hogs was described as the "staggers." Afflicted animals became quite violent, running round and round, frequently tumbling over and squealing loudly. One farmer devised a cure consisting of two tablespoons of castor oil and cutting the end of the tail to make it bleed.

Many similarities were noted between human ailments and those of livestock. The breathing of a calf with "croup" could not be distinguished from that of a child under similar conditions. A farmer had such a calf copiously bled and directed that castor oil be thrown down the throat after opening the passage of the windpipe with a flexible twig, to which a sponge dipped in sweet oil was attached.

Hooping cough was prevalent in one area. When it appeared, an inflammatory sore throat was noted among the horses of the same area. The horses lost their appetite and developed fever and a sever cough. After initial bleeding, the remedy included Peruvian bark and tar.

Pneumonia in humans was followed by a similar ailment in sheep. They coughed, both ears fell backwards and staggers developed. Again bleeding was the initial remedy, followed by purges of molasses and yeast.

But some cures were strictly agricultural in nature.

One farmer claims he cured inflammation of the eyes of horses with a steady diet of raw potatoes.

Another farmer attempted in vain to cure "sore throat" in hogs with nitre, sweet milk, bleeding and antimony. In desperation, he carried one of his afflicted pigs into a field of clover. Not even being able to stand, the pig began to eat the clover. In two days, the pig was completely cured. The farmer turned his entire herd of 150 pigs into a five-acre field of clover and never had a bit of trouble again.

Sometimes, it was just the resiliency of hardy stock that led to their recovery. The bull of one farmer fell into a limestone sink hole. It went without food or water for 24 days. Its rear quarters were mired up to the belly. After two weeks, it was back with the rest of the herd and had regained its original weight of a thousand pounds by the next season.

DPS---

(Continued from Page 5)

ment. Within it are the Texas Rangers who conduct investigations of major felonies including murder, robbery and burglary. The Narcotics Service combats illicit traffic in narcotics and dangerous drugs and another unit combats diversion of legal drugs to the addict markets.

There is a Motor Vehicle Theft Service that combats the more than 50,000 car thefts a year in the state while an Organized Crime Unit is now coordinating a statewide attack on this type of crime in Texas.

The Criminal intelligence Service devotes its efforts against organized crime, criminal matters of a general nature and to special security assignments and investigations.

The Homer Garrison Jr., Law Enforcement Training Academy is operated by the Personnel and Staff Services Division. It provides a top-notch program for DPS personnel and offers supplemental courses for local, county and other state peace officers.

There is a great emphasis on professionalism by law enforcement agencies in Texas. Col Speir takes "great pride" in the fact that his department is helping to lead the way. One of the important elements of professionalism involves education. Thousands of Texas peace officers are pursuing law enforcement programs at more than 60 Texas institutions of higher learning.

Speir has strongly emphasized that "we are prepared to maintain law and order wherever and whenever violence might be threatened. Our job is not an easy one, yet our missions are so important to the 12-million people of Texas that we cannot afford to do less than our very best.

"To this end we have consistently recruited and employed the best qualified personnel, training them professionally and equipped them with the tools best suited to meet the mission. We hire without regard to race, national origin or sex. We eagerly seek employees from minority groups. Our department will continue to do so because we feel that such a practice best serves the ends of just and effective law enforcement in Texas.

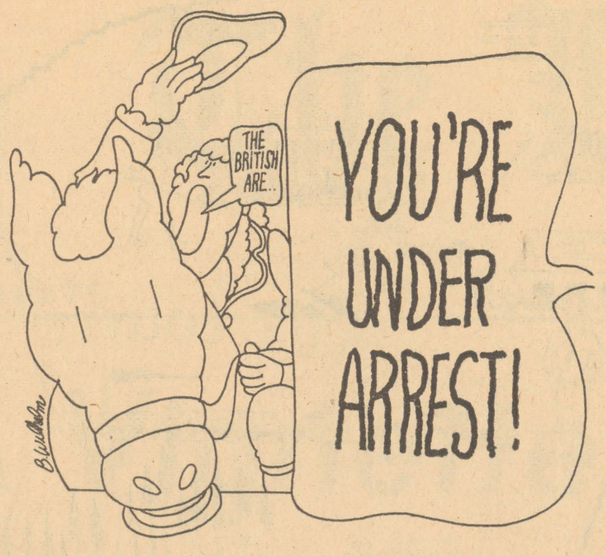
"Certainly the people of Texas deserve the best state law enforcement service possible. With your continued help and support, we of the Texas Department of Public Safety shall see that this goal is achieved," he concluded. — Prepared by The Department of Public Safety.



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Honor heroes—not legends

By Virginius Dabney



As a practicing historian I am fascinated and not a little dismayed by counterfeit history — a tendency during the Bicentennial Year to twist history to meet popular concepts or to cash in on sensational revelations about American Patriots that are unsupported by historical evidence.

At least two such histories, Gore Vidal's "Burr" and Fawn Brodie's "Jefferson" have already been published. Both met a storm of protest from historians and scholars. And perhaps other historical travesties may be anticipated during the Bicentennial.

Indeed, counterfeit history has frequently produced heroes and heroines whose reputation for patriotic achievement far exceeds the recorded events.

I had reason to observe this in editing "The Patriots," a book commissioned by the U.S. Bicentennial Society, commemorating 50 great American Patriots whose actions contributed meaningfully to the birth of our nation.

After long and painstaking study of their lives and their real contributions to the Revolution, it became necessary for the sake of historical accuracy to omit the biographies of three patriots whose reputations were unsupported in fact or were the product of popular enthusiasm growing over the years.

Paul Revere is the most conspicuous of those omitted. His name is a household word and his "midnight ride" is often cited as an event of epochal significance.

Yet the fact is that Revere never completed his famous ride to alert the residents of Concord, Mass. He was captured by the British before he even got to Concord. Moreover, the revolutionists at Concord had already been warned by the lanterns in the tower of Boston's Old North Church before Revere jumped into the saddle.

Indeed, Revere's undying fame demonstrates the power of a good press agent, Henry Wadsworth Longfellow, who immortalized him in the lines: "Listen, my children and you shall hear Of the midnight ride of Paul Revere." The poem was written in 1863 almost a century after the events it purports to describe.

Few are aware of another event in Revere's Revolutionary career. He was a leading participant in a disastrous fiasco, the Penobscot Expedition of 1779 when the Americans fled ignominously before a much smaller British force. Revere and other officers were subsequently court-martialed. He was finally acquitted "with equal honor as the other officers in the same expedition."

Even so, Revere was an ardent patriot who fought for independence, took part in the Boston Tea Party and risked his life in the attempted ride to Concord. He was one of our greatest silversmiths. But he was not the transcendent hero many have thought him to be.

What of Betsy Ross and the long-held belief that she made the first American flag? This again, may be counterfeit history. There is no documentary evidence. It was not until 1870, almost a century after the supposed event that her grandson, William Canby advanced the claim. He stated that Betsy Ross stitched the first flag at the behest of George Washington and Robert Morris. While Canby no doubt believed this and perhaps with good reason, historical scholars feel that the evidence is insufficient.

Molly Pitcher, who likewise does not appear in "The Patriots," was the wife of John Hays, a Continental artilleryman. At the Battle of Monmouth, June 28, 1778, the day was scorchingly hot and Hays and others were overcome. Molly carried pitchers of water from a nearby well to the parched and gasping soldiers. Although her real name was Molly Hays she was known thereafter as Molly Pitcher. She also helped to serve her husband's cannon when he succumbed to heat. Molly's performance was altogether admirable but it hardly seems sufficient to warrant giving her a place among 50 foremost patriots of the Revolution.

Nor was Molly's heroism unprecedented. It was not uncommon for women in the Revolutionary War to accompany their husbands to the battlefield. Margaret Corbin, the only woman honored by burial in the West Point cemetery, also carried water to soldiers on the battlefield. When her husband, an artillery man, was killed in action, she, like Molly Pitcher, bravely took his place at the cannon.

Another young heroine, Deborah Sampson, enlisted in the Continental Army, wore the uniform and participated in a bloody bayonet charge at Yorktown. Receiving a saber cut and a musket wound on her thigh, Deborah insisted on doctoring her own wounds. Finally, she had to accept treatment by an army doctor who quickly discovered that the brave young soldier was a woman.

The courage of all three women was magnificent. But it did not significantly affect the course of the Revolution. In the judgment of most scholars, isolated acts of courage on the battlefield, whether by women or men, do not by themselves, justify apotheosis among the 50 foremost patriots of the Revolution.

Obviously the honor roll of great American patriots is much longer than the 50 commemorated in "The Patriots." All signers of the Declaration of Independence, for example, merit our veneration for having risked their lives, their fortunes and their sacred honor. But the limitation to 50 commentaries made it necessary to omit most of them, as well as a number of fighting men who distinguished themselves on Revolutionary battlefields. All, however, richly merit our remembrance.

It is hoped that history yet to be published during the Bicentennial Year, will also stimulate remembrance, relying upon facts to invoke it, rather than pseudo-history tinged with poetry and lamentably counterfeit.

VIRGINIUS DABNEY is an historian and Pulitzer Prize winning former editor of the Richmond Times-Dispatch. He edited the recently published book, "The Patriots" (Atheneum) and is chairman of the U.S. Bicentennial Society.

Finding jobs for Texans

Special to The News

In a Bicentennial year, the Texas Employment Commission can point to only 40 years of service, making it a comparative youngster in the march of history. But when you consider the services performed, and the relative lifespan of other agencies, those four decades assume more importance.

The Commission, in 1976, does business in 143 offices, located in 90 Texas cities and towns, through some 3,950 employees.

Primary objectives of the TEC are to promote the well-being of persons in the Texas labor force, to serve employers, and to participate in development and full use of manpower resources toward futhering maximum employment. More specifically the basic responsibilities are to help people find jobs, and failing that, to pay eligible claims unemployment insurance, as a tideover until a job is found. Those purposes have remained basically the same down the years, through occasional changes and other attempts to alter or end the agency.

The Texas Employment Commission began in 1935, as the Texas State Employment Service. The nation was in the grip of the Depression, which at its worst saw one worker in every four unemployed. Later on, the State Unemployment Compensation agency was combined with the Texas State Employment Service, a part of the Department of Labor.

The employer who lists his job opportunities with the Texas Employment Commission, and the applicant who comes to the agency in his job search, can each have their needs circulated over the entire nation in offices much like those of the TEC in Texas, numbering about 2,200.

Three Commissioners, appointed by the governor to overlapping six-year terms, make up the Commission. Harold K. Dudley is chairman and executive director, and represents the public at large. Sam Lane represents employers, and Joe D. Gunn represents workers. The Administrator of the agency is Henry Rothell.

Responsibilities of the TEC are more complicated than they sound. First, the Commission must collect sufficient money from workers to pay the benefits to the eligible unemployed worker. Second, TEC must know where the jobs are located and what kind of jobs they are; and third, the agency must know where the unemployed workers are located, how they became unemployed, and whether or not they are entitled to unemployment compensation benefits.

Very briefly, this is the way the basic functions of the Texas Employment Commission are performed:

In order to collect sufficient money from employers to pay the benefits to the eligible jobless worker, TEC has a Tax department which deals regularly with more than 207,000 employers and their employees.

Texas operates on an "experience rating" basis, in which employers with stable employment and little turnover may earn rate reductions in their taxes, and the TEC tax department figures these rates for each employer. The department also audits, determines liability for taxes and handles many other problems which arise when businesses are sold, transferred, dissolved, refinanced or change their character.

Knowing where the jobs are located and what type of jobs they are, is one of the duties of the Placement department in TEC's local and central offices. This involves contact with employers to obtain their job listing, the matching of applicant and job; and the referral of the applicant to the employer for consideration. A special tool in many offices is the Job Bank, a daily, updated, computerized listing of all the available jobs in the area, so that an applicant may select the job he wishes to interview for.

The Placement department operates a comprehensive nonagricultural job placement service, conducted in local offices over Texas, primarily in urban areas. The object is to bring together the nonfarm employer and the potential employee whose skills and abilities most nearly meet the job requirements of the employer. A similar service is available for farm and ranch workers and for rural nonagricultural workers.

Learning how workers became unemployed and whether or not they are entitled to unemployment benefits, is the work of the TEC Insurance department. Here it is determined if a claimant will be paid unemployment insurance or be denied it, based on considerations such as the conditions of separation from the last job, and the number of wage credits earned. More than 3.75 million persons work for employers subject to the Texas Unemployment Compensation Act and so are potential claimants.

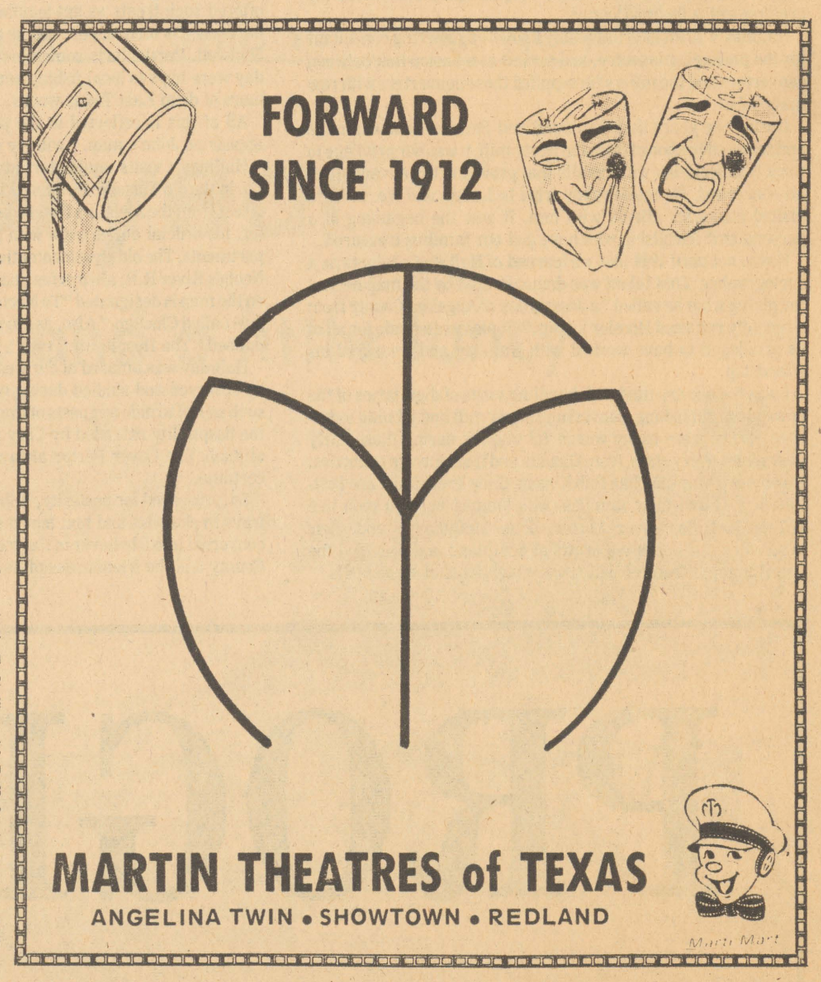
An Appeals department conducts hearings and renders decisions concerning disputed claims for unemployment insurance benefits. A Legal department reviews evidence submitted for insurance and tax appeals cases to TEC and prepares briefs of such cases for presentation to the Commission. The department also prepares the necessary legal instruments involved in the collection of delinquent taxes and in the prosecution of persons filing fraudulent claims.

A Cashier department receives and processes all tax monies and other income of the agency, maintaining agency funds, accounting for total income and disbursements, with the exception of payroll and cost accounting maintained by the Fiscal department. Cashier also secures all tax and penalty refunds and is the banking department for all egency deposits. It does the accounting on all the federal programs where allowances are involved, as well.

Gathering and interpreting data from over the state, used to analyze labor market conditions is the duty of the Manpower Data Analysis and Research department. It furnishes statistics to various departments, works with outside groups interested in attracting new industry to the state, and furnishes data needed by employers in developing affirmative action programs.

Handling the special contracted functions of TEC under such federal programs as the Comprehensive Employment and Training Act, Work Incentive program and other work-training programs is the work of a Special Programs department. Instead of being funded directly by the federal government, TEC now must negotiate contracts with local government organizations for the services they require.

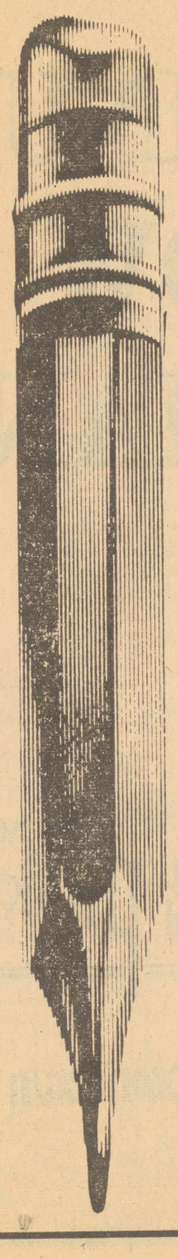
Other departments having a vital role in the work of the Commission are those that deal with personnel administration, automated data processing, management, training, public information, minority groups representatives, property and building, budget and financial management, and staff services.



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Texas-size county

'Description of Angelina County from a recently returned Hoosier visitor'

By LLOYD SCHENCK
Lufkin News Writer

This is an appropriate time to share with you a remarkable map, and to explain the transformation of the late John F. Halliday, Jr., of Elkhart, Ind. from a sceptic into a believer of the greatness of Angelina County.

Halliday was an internationally known engineering consultant for the packaging indsutry, and served as a liasion link between converters and the mills who supplied those converters with raw materials.

During the years that Southland and Perkins-Goodwin made and serviced boxboard from the Herty mill, it was our privilege to work with Halliday with results that proved to the advantage of all concerned. He made many trips to Lufkin and we, in turn, visited converter clients with him. It was the beginning of a personalized friendship which we and our families treasured.

It was not until 1949 that we learned of Halliday's talents as a cartographer. That talent was demonstrated by the map he sent me giving what he called "a description of Angelina County from a recently returned Hoosier visitor." Copies were made for all of us privileged to have worked with Halliday and treasured his friendship.

I was the one credited with handling visits of dignitaries of the newspaper publishing, converting, paper mill and jobbing industries. There were many wonderful visitors during those early years from every state, from Canada and from foreign countries. However, it was men like Bob Vinson, Cary Trevathan, Joe Brittain of P-G and their families, who teamed up with men like Walter McHale, Cover Porter, John McCullough and their laboratory and operating crews of Southland and provided the entertainment features which were highlights of these visits.

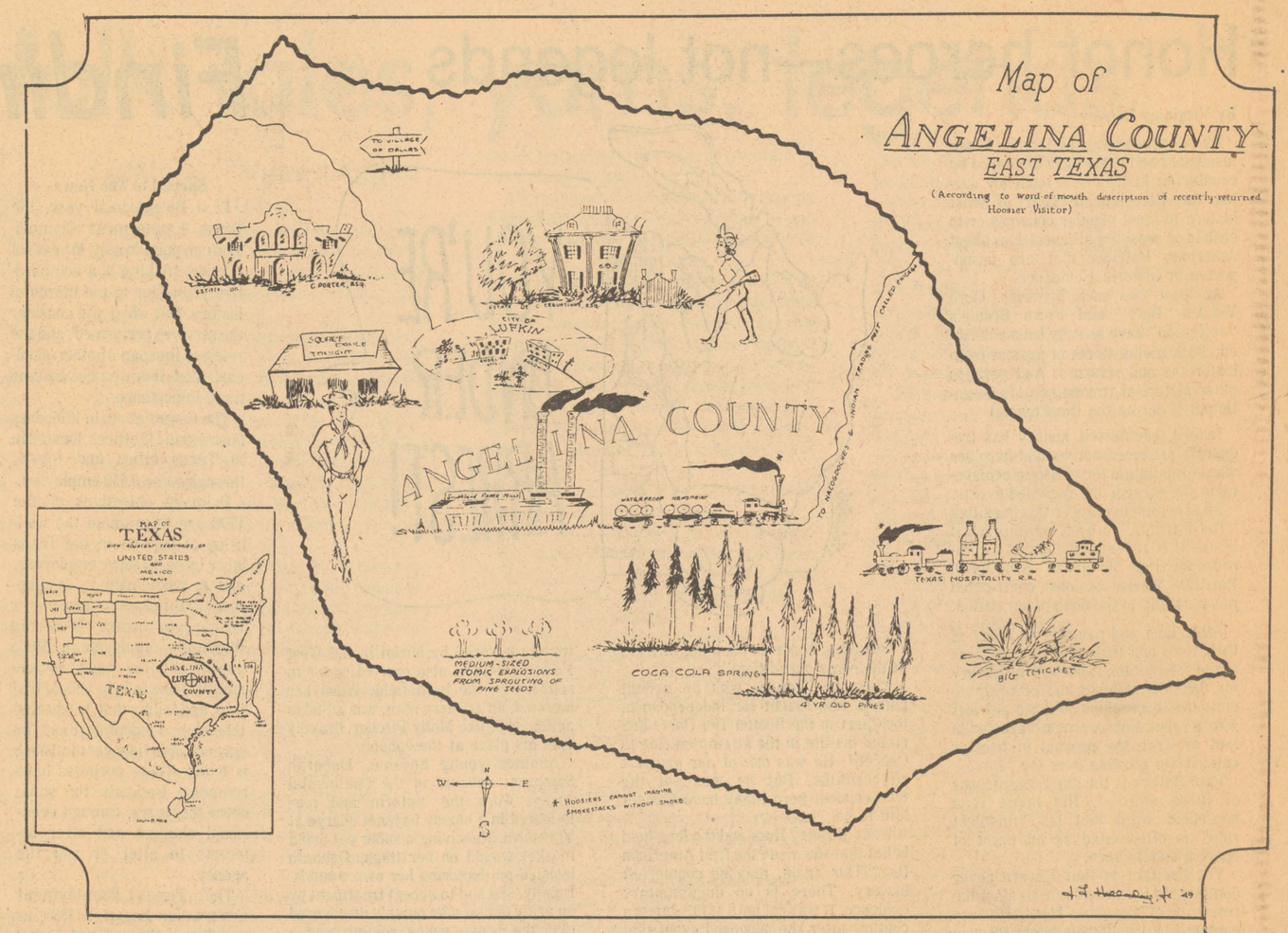
Our hospitality, and particularly our enthusiasm for our town, our industries and our county, always remained crystal clear in the minds of those who called on us. From a sophisticated standpoint the entertainment we and our families and friends provided was a bit simple, but invariably it was always remembered. We offered such treats as get-togethers at Joe's Steak House, and barbecues — often supervised as a labor of love by the late Jean Shotwell. Particularly remembered by visitors like John Halliday were trips to local fishing and hunting clubs and conducted tours of deep East Texas woods.

All of this is reflected in the sketches and descriptions that appear on John's map. I will try and interpret them.

Halliday's visits would start at the office of Perkins-Goodwin Co. in the old Masonic Building which, as sketched, is across the street from the Angelina Hotel where he always stayed. Thereafter, his official duties were with Southland personnel of all departments. The old style locomotive then in use by the Angelina & Neches River R.R. always fascinated him, and its route sketched on the map is designated "To Nacogdoches and an Indian trading post called Chicago." Also, as a symbolic gesture, the A&NR was dubbed "The Hospitality Train".

Halliday was amazed at our wealth of fast growing pine which he observed and studied during many trips to secluded "spas" such as Dollarhide as guests of Cary and Thelma Trevathan. And the hospitality extended by Cary and Thelma with various mill officials like Cover Porter always included square dancing in costume.

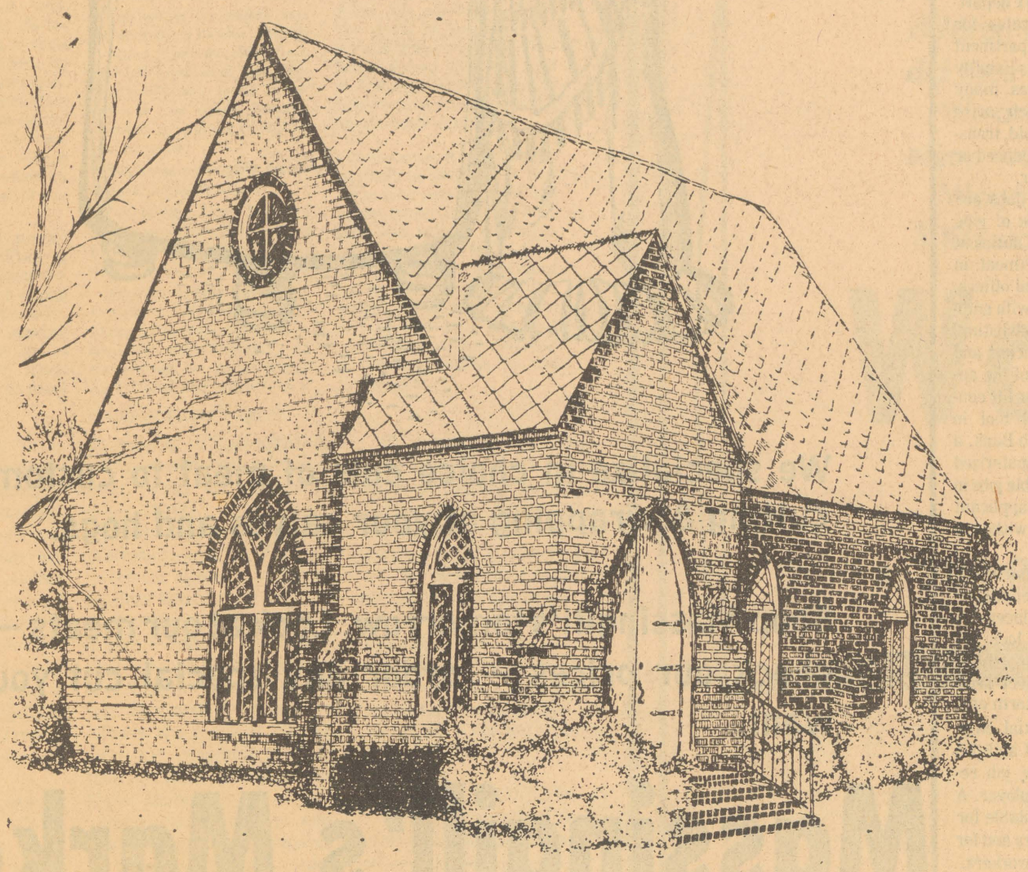
So, preserved for posterity, is this map which graphically portrays in sketches and text how a sophisticated Hoosier became converted into a believer in the greatness of Lufkin and Angelina County and the friendliness of its people.



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