





# Ferguson Forum "Builders of Texas" Campaign

## Wheat Production In Texas

Wheat was one of the first products to prove that the area in Texas which was a part of what the early maps called "The Great American Desert" was no desert, but was capable of producing very valuable contributions to the needs of the growing population of our great state. It was soon discovered by the ranchmen who ventured into the dangers of Indian raids along about 1870 that there was a possibility of growing crops on this so-called waste land, and the distances which they had to travel in transporting their goods overland made them desire to produce as much as they could at home, and in time WHEAT began to threaten the supremacy of cattle in the upper panhandle, just as cotton is today threatening wheat and cattle in the region just south of the panhandle. Which will triumph in the end? That remains for those who are primarily interested to work out. Cotton has been more profitable for the past few

years, and the amount of wheat produced has decreased accordingly. Will there be some new product found which is more profitable, and which will supplant both, or will the struggle continue until one of the old staples definitely proves its ascendancy over the other?

The part of Texas which produces WHEAT is located north of the Texas and Pacific Railroad, and west of Hunt county. It is divided into three belts: (1) the north end of the black land between Dallas and Grayson counties, (2) the north central prairies lying south and southwestward of Wichita Falls, and (3) the Great Plains, lying north of Lubbock county and centering about Potter and Gray counties. The first and second sections are more adapted to soft winter wheat, while the third is best suited to the cultivation of a hard variety, as well as some spring wheat.

The size and value of the Texas wheat crop since 1910 may be seen from the following figures:

Year	Bushels	Value
1910	6,000,000	\$10,000,000
1915	25,000,000	\$28,000,000
1919	33,745,000	\$67,484,000
1924	21,816,000	\$23,000,000

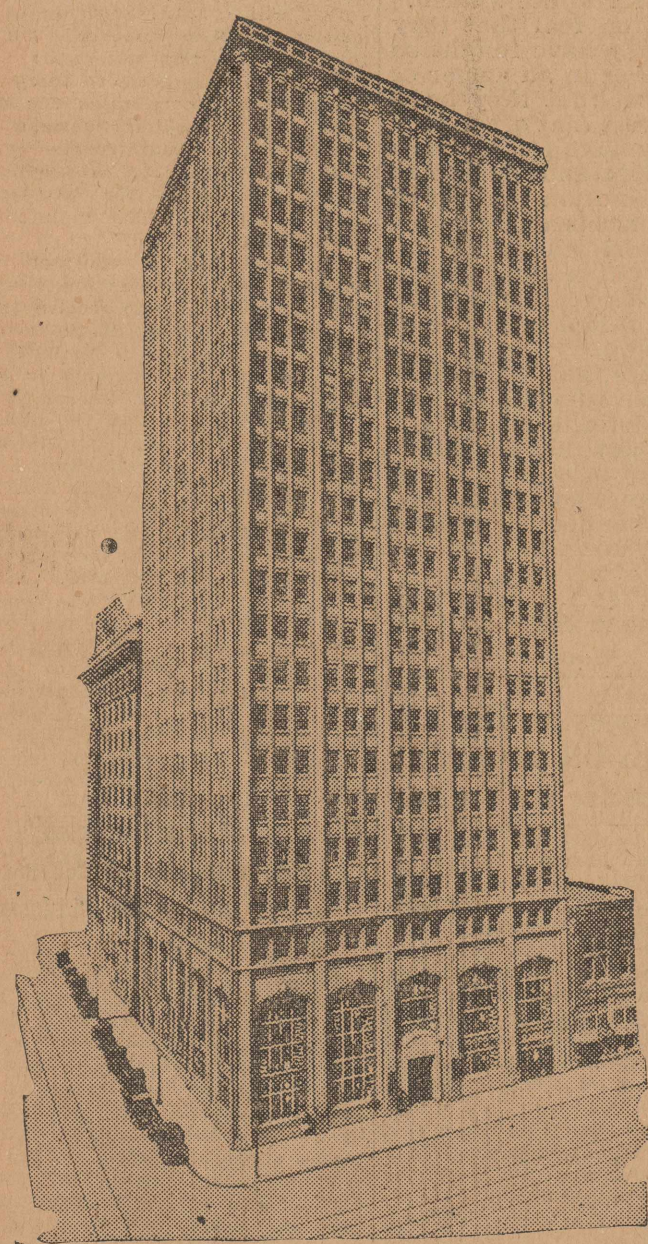
From these we can see that Texas could produce a much larger quantity of this grain, if it were to be found as profitable as it was in 1919 when there was a government guarantee on the market price. The yield more than trebled that of the year before, and, almost doubled the value of the greatest crop produced before or since.

Where does this place us in relation to the United States and the other wheat-producing countries of the world? In 1919, the banner year for wheat in Texas, there were produced 33,745,000 bushels valued at \$67,484,000, while the world production was 2,997,051,000 bushels. Of this amount, Texas had credit for about 1.1 per cent. For the year 1924, Texas marketed 21,816,000 bushels for which she received \$23,000,000, and in the United States there were 814,117,000 bushels valued at \$850,000,000. Of this amount, Texas had about 2.6 per cent.

An unusual feature of the wheat industry in Texas is that the largest portion of it is handled in Texas mills, and marketed in our own State, only the lower grades being exported. Past experience proves that we can produce more wheat, and if it is profitable, this may be done. At least we leave both production and value of our wheat crop on the upward trend in our figures.

The article here published is part of a series to advertise the Resources and Industries of Texas; and made possible the Growth and Development of Texas. Other articles in this campaign will deal with the varied industrial, agricultural and mineral interests and their progress and development in Texas. Read each article of this series. It will be worth your while.

### Men of Vision and Their Achievements



New Farmers and Mechanics National Bank, at Fort Worth, Texas

When a romantic trading town of 16,000 Western Pioneers, the Farmers and Mechanics National Bank of Fort Worth was organized by John L. Hoxie, in 1888 and opened for business in a very small banking room on lower Main street with its organizer as president.

The organizers were men of faith and vision, and looking far into the future, visualizing the great prospects and promises of an Empire, were not mistaken in their judgment and decision, as was proven in a few short years by the necessity of an enlarged up-town banking room, with the result that in 1894 the ground floor of the seven story Hurley Building, located at Seventh and Main streets, then the "Show Building" and the pride of this section, was occupied.

The Hurley Building was burned in 1898, which destroyed the banking room, however, the vision of President J. W. Spencer and associate officers was not impaired, as those successful men again looking into the future, pictured in the minds eye a great city, serving a large portion of a fast developing state, opened negotiations and bought the two lots formerly occupied by the Hurley building and thereupon erected the first fire-proof bank and office building in the state, a six story structure known as the Hoxie Building, and on completion, occupied the ground floor as its new home.

In a brief number of years, the bank constantly growing in increased importance, further expanded to care for its enlarged business, when again inspired with renewed vision of the prospects of a rapid growing Fort Worth, two adjoining lots were purchased at a rather substantial figure, with the view of taking care of the bank's building needs for the future.

During the intervening period to 1919, The F. & M. in its progress, absorbed several banks, including The Traders National, The American National and W. R. Edrington & Company, and then realizing the necessity of enlarged quarters and increased facilities, in keeping with the growth of Fort Worth, had the splendid six story fire proof building, valued upwards of \$150,000.00 razed to make room for a towering giant,

the new 24-story F. & M. Building—more than 300 feet high and containing 750 offices, covering a ground space 95x100 feet, which was erected under the careful supervision of J. T. Pemberton and now houses one of the most magnificent banking rooms in the entire Southland, a credit to this state and which reflects the steady and continuous growth of the bank.

The F. & M. with ample capital, supported by its strong board of directors, each a leader in his line, through long service, has been a large factor in the development of this great state, and is today, "under a constructive program defined by President Pemberton, assisting the building of a greater empire, and happily rejoices in being referred to as one of the builders of Texas.



J. T. PEMBERTON  
President F. & M. National Bank







# Ferguson Forum Good Roads Campaign

## Hospitality Along the Highway

Some editorial writer the other day day broke into a real thunder storm of heart break that no longer could a man dream along with the poet, that he could "live by the side of the road and be a friend to man."

It was this writer's idea that those who travel by the side of the road have long since forgotten that homes and gardens belong to the man who built them: that they think orchards are bearing and blooming only to prove that "stolen fruits are sweeter;" and that those who come in automobiles can destroy more, steal more, and get away faster, than any other vandals in the world.

That is true—in part.

There have always been vandals, since the day of that great Attila of the Huns who made his name a synonym of disregard for others.

But the world is not filled with vandals. There are men and women in every part of of this country, traveling long distances in their automobiles, their trucks, their gypsy-like caravans, who travel for adventure, for health, for vacation, for lore to be used by scientists and writers, who still believe that the man who lives by the side of the road is

the friend of all mankind.

There will always be vandals—since there always have been. The millenium is not yet upon us.

But what traveler over the network of roads stretching out over the forty-eight states has not met with kindness at some farm house? What vacationist has not stopped with a sigh of relief at the sign of some brass kettle, knowing that within the old-fashioned gate he will find the "cup that cheers but not inebriates?"

It has been estimated that more than a million persons are following the nomadic life of the gypsy-motorist every year. The entire stretch of the United States is open to them all of the year. They can travel from the cool Colorado mountains to the warm sands of Florida as the seasons wane and grow—they can live always in the summer if they pack their belongings up and hit the trail.

These tourists have become to be such a part of the country that states can't afford to ignore them. They are traveling advertising agencies for every community through which they wander—their first im-

pressions are the ones they keep and the ones they spread to other tourists—those they meet and those they know "back home."

They spend some money in every town and village in which they spend a night or a day. The individual outlay may be small, but the amount spent a year in each community is no negligible amount. Censuses have proven that one automobile in every six that passes through a tourist camp comes from without the state, one in every three from without the county.

All sorts of people travel thus, from the richest to the poorest. All sorts of cars go over the highways from one interesting point to another.

Since these things are true, can it be that we must forget all that fine belief in our fellow man, that fine spirit of democracy that stands back of

"Let me live by the side of the road and be a friend to man?"

Perhaps we cannot do much as individuals—but because the demand is much bigger is not the responsibility to the community the larger? Should not the friendship be shown on a larger scale?

## GOOD ROADS BRING BETTER HOMES

Effects of the development resulting from state highway building is to be found in striking examples over the entire state. With improvement of highways, the farm houses have also improved. Where the highway goes today may be found improved farm homes, well kept and beautified with flowers, land well cultivated, fences in good condition with weeds cut from the fence row.

The farmer thus in part, is taking his profits from the reduced cost of marketing the farm produce over an improved highway. The income is naturally increased with the sale of surplus fruit; butter, milk and eggs and vegetables.

Where just a few years ago it required

a day for a trip, even with a sunrise start, this same distance can now be made over an improved highway in a few hours, the surplus time being used to advantage and profit in matters of business, recreation or rest.

Nursery industries over portions of the state are thriving as a result of good roads, bee culture, too, is becoming one of the big enterprises in rural sections.

The effect of good highways on rural communities can be seen also in the schools, for an example, out of 91 schools in Van Zandt county, 89 have qualified for state aid this year. A drive through any section of the state will afford convincing proof of what highways are doing for Texas and her people.

## TEXAS HIGHWAY FACTS

The Texas Highway Department will expend in 1925 \$25,000,000 in highway building and maintenance.

The Highway Department was created in 1917 by the Thirty-fifth Legislature, during the term of office of James E. Ferguson, Governor, being the last State in the Union to avail itself of the Federal aid granted for road building.

The Texas Highway Department received automobile registrations in 1917 the

sum of \$800,000. The department has received from registration fees, to date this year of motor-driven vehicles, \$8,234,339.

Texas leads all States of the United States in area—she leads in highway building with 20,000 miles of highways completed and under construction. Texas has 186,000 miles of highways, good and bad.

Texas ranks seventh in the states of the Union in automobile registrations with 909,352 motor vehicles registered to date.

This page is part of a series to promote the building of more GOOD ROADS in Texas and is contributed by the undersigned public spirited citizens who have at heart the best interests of this great state.

- Amiesite Asphalt Co., Dallas
- Austin Bridge Co., Dallas
- Brammer & Wilder, Houston
- Colglazier & Hoff, San Antonio
- Adam Coie, Palestine
- Julian C. Fields, Denison
- Franklin Construction Co., Giddings
- Freeport Asphalt Co., Houston
- Fuller Construction Co., Dallas
- Haden & Austin, Houston
- Chas K. Horton, Houston
- Houston Construction Co., Houston
- C. M. Kelley, San Antonio
- F. P. McElrath, Corsicana
- Old River Construction Co., College Station
- Holland Page, Lockhart
- W. L. Pierson, Houston
- D. H. Purvis & Son, Fort Worth
- Sherman & Youmans, Houston
- South Texas Construction Co., Houston
- Texas Willite Road Construction, Houston
- Thurber Brick Co., Fort Worth
- Tibbetts Construction Co., Fort Worth
- Uvalde Rock Asphalt Co., San Antonio
- Westren Metal Manufacturing Co., Houston
- Washington Construction Co., Somerville

Proposal For Special Session Of Legislature Brings Protest From Solons Who Say it Is Not Needed

Austin, Texas, Oct. 14.—Senator R. S. Bowers of Burleson county is opposed to calling a special session of the Legislature to investigate State officers, as suggested by Representative A. H. King of Throckmorton county, he announced here Tuesday.

"Let the grand jury investigate; it has the power and is inexpensive," said Senator Bowers. "Legislative investigations do not get results and are a waste of time and money," according to Senator Bowers. He referred to the penitentiary investigation by the Thirty-Ninth Legislature.

Former Indiana Klan Dragon Faces Trial for Death of Girl

Noblesville, Ind., Oct. 12.—After several months confinement in the Hamilton county jail, David C. Stephenson, former grand dragon of the Indiana Ku Klux Klan and political leader, will face a jury in circuit court this month for murder in connection with the death of Madge Oberholtzer, 27 year old school teacher.

Orgy of Waste by Army and Navy In Aircraft Experiments Charged By Madden, House Finance Chief

Washington, Oct. 12.—The army and navy were charged today by Chairman Madden of the house appropriations committee with squandering millions of dollars "in a purposeless, meaningless, endless experimental orgy" in technical aircraft development.

Continuance of all aeronautical engineering and design work by the two military services with the abolition of the naval aircraft factory at Philadelphia and the army engineering air division. He would place all designing and construction of airplanes in the hands of private manufacturers.

Dallas Girl Drinks Poison and Falls at Feet of Sweetheart

Dallas, Oct. 14.—Miss Julia Hammerstein, 19, of Dallas, died at a hospital here Oct. 8 from the effects of poison, after appearing at a market where her fiancé was employed and collapsing at his feet. She was to have been married to Lullius Lewin, October 13.

James B. Duke Donor of \$40,000,000.00 to University is Dead

New York, N. Y., Oct. 10.—James B. Duke, tobacco manufacturer, died tonight at 6 o'clock at his home after an illness of several weeks that followed a nervous physical breakdown.

Indian War Whoops Hail Pony Express Riders on Arrival

San Antonio, Oct. 14.—Amid Indian war whoops and cattlemen's shouts the pony express galloped into the center of San Antonio Thursday noon, paralyzing traffic and re-enacting a drama of years ago.

Board of Regents to Inspect Oil Land of Texas University

Austin, Oct. 13.—Inspection of Texas university oil and grazing lands in Reagan and other counties of West Texas will be made this week by the land committee of the board of regents, President Walter Splawn said today.

General Staff of Army Unloads Broadside at New Defence Plan Proposed by Air Service Chief

Washington, Oct. 13.—The army general staff presented to the president's air board today its statement in rebuttal to witnesses who have urged sweeping changes of the national defense organization.

It denounced as "unsound" the proposed department of national defense, asserted that "direct administration and control" of the army air service actually does rest "in the hands of the chief of the air service" and presented a general denial of charges of mismanagement in the administration of the air service itself.

Split Season Under Ban in Texas League

Dallas, Tex., Oct. 11.—The split season which has been reported to in the Texas league in six of the last seven pennant races to increase interest and gate receipts, was ordered abolished at a meeting of the league here today.

Christian Unity Is Urged as a Solution to Peace Problem

Oklahoma City, Oct. 12.—"Christian unity must come upon the broadest possible basis, upon the fewest fundamental principles, that will preserve the integrity of Christianity," said the Rev. John B. Cowden, minister and author of Nashville, Tenn., in an address before the international convention of Disciples of Christ here Sunday evening.

Fourteen of Party of Landseekers in Florida Drowned

Eauagalle, Fla., Oct. 11.—The pleasure boat Clara B. owned by Captain Ed Arnold of Malabar, Fla., and under charter to the Melbourne farms, capsized when attempting to turn about just inside Sebastian inlet, 27 miles south of here tonight. Fourteen persons are known to have drowned, while several are reported missing.

A Friend Who Helps

There is a letter on the first page of this issue of the forum to which I want to call your attention. Read it and act upon the advice Max Hart, my good friend in Nacogdoches gives.



General Patrick claims that the war matters relating to promotion, of housing, ration allowances and lack of funds with which to purchase material.