





# Ferguson Forum "Builders of Texas" Campaign

## Rubber Production In Texas Under — Investigation —

The possibilities of Southwestern Texas becoming the center of rubber growing in the United States is being pointed out by the Intercontinental Rubber Company of New York, resulting from experiments it has conducted in Southwestern and Western States.

Announcement of this kind of investigation is contained in a press dispatch from Washington. The investigation thus far gives hope that the Texas areas found to be valuable for rubber growing, together with growing in other regions, give promise that ultimately rubber may be raised within the United States in quantities large enough to supply a great measure of the domestic needs.

In a letter to Representative James F. Parker of New York, G. H. Carnahan, president of the company, tells of the widespread experiments the company has carried on with faith that it will finally prove successful in relieving consumers of the United States of the foreign monopoly. Up to date the company has expended \$1,000,000 in experimental work, which Mr. Carnahan describes as of "great national importance."

Mr. Carnahan did not indicate in what States, twenty in number, the company is attempting to grow rubber, explaining that details of the venture are at this time being withheld. However, mention was made of the Big Bend section of Western Texas in Brewster and Presidio Counties. The growing of plants that yield rubber has been in progress throughout the Rio Grande section of Texas for some years, but without the thought of culture in production of commercial rubber. Two such plants that came from that region of Texas are in Washington and show a surprisingly rapid growth under something of hothouse conditions.

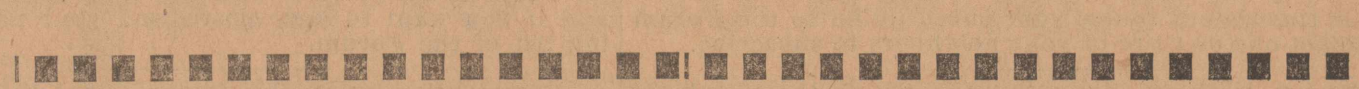
The work of the Intercontinental Rubber Company is about to be changed from an experimental to a commercial phase and Mr. Carnahan says he is convinced that rubber can be produced on American soil at costs that would enable it to be sold "under normal prices for competitive rubbers."

Mr. Carnahan's company has been growing rubber in Central Mexico since 1904, its total output there being 70,000,000 pounds, of which 8,000,000 pounds was produced in 1925. This rubber comes from the wild guayule shrub which grows in abundance in Mexico as well as the Big Bend counties of Southern Texas.

Guayule seed from Mexico and Texas is being used on the company's land, 200 acres of which now are under cultivation, with an area of 600 acres more to be sown in the near future. With a knowledge of the cost of producing rubber in Sumatra, where the Intercontinental Company operates a plantation, Mr. Carnahan expressed the opinion that American production can be established on a sound business basis.

"All told, we have had experimental tracts in approximately twenty different localities in the Western and Southwestern States on lands purchased or leased," Mr. Carnahan says. "We have had some disappointments and a number of serious obstacles to overcome, but progress toward the ultimate objective has been steady."

"For reasons deemed to be in the best interest of all concerned, we have thus far kept the results of our work rather closely to the organization, but the time has come, we are persuaded, when a general statement of our position is due. We have not asked for any help nor is any needed in carrying out our plans as so far developed. However, we fully realize that eventually we must enlist the help, co-operation and confidence of the individual farmer and landowner in carrying out a development which would logically take some such course as the growing of sugar beets by individuals."



The article here published is part of a series to advertise the Resources and Industries of Texas; and are contributed by "Builders of Texas," who 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.









# Ferguson Forum Good Roads Campaign

## Concrete Road Building Increases!

The increase in concrete road building activities in the United States shows the increasing value placed on this type of road all over the country. Its permanency, its smoothness, its undoubted value to high priced tires combine to make for its popularity.

Motorists will have 6,000 miles more of this sort of road to travel over in 1926 than they had in 1925, according to recent statistics on the subject. At present there are about 38,000 miles of it in the entire country; the 1926 building will make 44,000 miles.

Most of these miles are in the cities, or in the districts immediately near larger cities. The more densely populated a community, the more traffic, the more money, the smaller the assessment by which these expensive roads are built.

Not only are the states building miles of concrete pavement, but the cities, themselves, are doing a valiant part in laying hundreds of thousands of blocks of

concrete paving. There are about 2,000 miles of concrete streets with an average width of 30 feet, and 400 miles of alleys 18 feet wide that have been constructed within the last year. The total is now placed at 10,000 miles of concrete streets and 2,000 miles of concrete alleys serving city traffic in the United States.

Statistics show that there are four states which have more than 2,500 miles of concrete paving, seven with between 2,500 and 1,000 miles, ten with 1,000 to 500 miles, of which Texas is one, eleven with 500 to 200 miles, three with 200 to 100 miles, and 13 with less than 100 miles.

Of these, two of the states with heaviest population, New York and Pennsylvania, have more than 2,500 miles. New Jersey and Ohio also had big concrete programs during the year.

These figures are listed, not to give a boost to the concrete builders, but to show something of the value to road

builders of this form of permanent paving.

Voters are getting more and more interested in putting down roads that will stand the acid test of the years. Concrete streets have stood considerable test in the past in the cities.

The whole moral of these statistics is that attached to permanency. We cling to the solid rocks of our constitution, to the solid rocks of our homes. We have reached that stage in public building where we should emulate the old Pharaohs who laid stone on stone to build those pyramids that the centuries have not demolished.

Some smart man once coined a phrase: The public be damned.

A smart merchant coined the phrase: The public be pleased.

It is time for the road builders of Texas to coin another phrase: The public be served.

## Gain Shown In Motor Bus Production

Motor busses in use in the United States at the beginning of 1926 totaled 69,425, a gain of 32 per cent in the past year, Edward F. Loomis, secretary of the motor truck committee of the National Automobile Chamber of Commerce, states in the current issue of "Bus Transportation." This total compares with an estimate of 52,925 made a year ago. The estimate is based upon a survey made jointly by "Bus Transportation" and the National Automobile Chamber of Commerce.

Common carrier bus operations now cover 232,340 miles of route, while non-common carrier bus operations reach out over 334,401 miles. The number of busses operated by common carriers on January 1 of this year is estimated at 337,500, which compares with 34,100 last year. Non-carrier bus operations account for 31,925 busses, as against 18,825 a year ago.

Most of the interstate lines operate in the New England states, New Jersey and Pennsylvania. New York City is the center of a network of these lines to

New Jersey, Pennsylvania, Connecticut, Massachusetts and Rhode Island cities.

Outstanding in the year's developments is the increase in the number of busses used by electric railroads and their subsidiaries. The entrance of steam railroads into the bus field was of special significance. Further gains are expected in this group during the current year.

In the non-common carrier field the largest gain occurred in the number of busses used in school service, the increase amounting to approximately 100 per cent. A large advance in the number of sightseeing and touring busses is indicated in the census.

Bus chassis manufactured and delivered during 1925 totaled 17,466, the light-duty class furnishing the greatest number, namely, 6602 vehicles, or 38 per cent. Next in line was the heavy-duty class with a total of 6107 vehicles, representing 35 per cent, while the medium-duty class, with a total of 4725, furnished 27 per cent of the entire output.

This Page Is a 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:

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