IN THE OIL FIELDS

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OIL MARKET QUOTATIONS.

Kan and Okla	$2.25	North Lima	2.48
Healdton	1.20	Wooster	2.05
Corsicana (lb)	2.25	Indiana	2.38
Corsicana (bk)	1.50	Princeton	2.52
Electra	2.25	Somerset	2.75
Caddo (27°)	2.15	Ragland	1.25
Corning	2.05	Illinois	2.52
Henryetta	2.25	Canada	2.78
Caddo (35°)	2.15	Elk Basin (Wy)	1.85
Penn	4.25	Caddo (38°)	2.25
Canada	2.25	Grass Creek	1.85
South Lima	2.48	Big Muddy	1.50

Mechanical Engineers Hold Good Session.

Nearly 150 engineers held an all-day meeting Thursday of the mid-continent section of the American Society of Engineers in three sessions at the assembly room in the Masonic Empire building.

Out of town engineers and speakers started coming into Bartlesville Tuesday night and continued coming until yesterday noon.

At 10:30 in the morning the engineers met in their regular business session and disposed of the routine work of the association. Luncheon was then served at the Maire hotel and the engineers adjourned to the Masonic building for the afternoon session.

At the afternoon session held in the assembly room in the Masonic Empire building at 2 o'clock a most interesting program was given. The 150 engineers present were deeply interested in the paper of the "Problems Confronting the Engineering Colleges" by Prof. A. A. Potter, dean of the engineering school, Kansas State agricultural college, Manhattan, Kan. Dean Potter put forth a plea in his paper that the engineers be given more intensive general courses, so as to give them greater executive ability and then in the senior years give the engineers their special branches. He stated that what was needed most was first to make an engineer and then a mechanical, chemical or electrical engineer. He also stated that he did not favor adding special branches featuring aeronautical engineering as it was too short a course and attracted a less desirable class of students to the schools.

C. E. Brock, superintendent of the Empire companies' gas pipe lines, read an interesting paper on "The Construction and Operation of Pipe Lines for the Transportation of Natural Gas." Mimeographed copies of his paper, illustrated with blue prints, were distributed to those present.

The feature of the afternoon's program was the paper on "A Standard for Gasoline, Kerosene and Motor Fuel Oil" by Dr. Edwin of the Oklahoma State university. Doctor DeBarr stated that he favored a law that would force every filling station to post a chemical analysis of the gasoline sold at that particular place. This, Doctor DeBarr argued, would do away with the common practice of some filling stations diluting their high grade gasoline with a lower grade and selling at the same standard price.

The paper elicited much comment and debate by the members present in the session. One of the engineers, thinking to disconcert Doctor DeBarr, asked just what his definition of gasoline was. Doctor DeBarr arose and said, "Sir, I have no definition for it and if even the Supreme Being has one, he has failed to communicate it to me," and retired his questioner in confusion.

At the suggestion of Dr. Ira N. Hollis, president of the Polytechnic Institute, Worchester, Mass., and past president of the American Society of Mechanical Engineers, the Oklahoma members of the society referred the question of the bill for the licensing of operating engineers that is to come before the state legislature in the next session to the committee on public relations for debate and decision.

Thursday night at 6:30 o'clock a banquet for 100 guests was laid at the Maire hotel. At 8 o'clock the members again repaired to the Masonic building for the concluding meeting.

The feature of the night session was the address by Dr. Ira N. Hollis, president of the Polytechnic Institute, Worchester, Mass., and past president of the American Society of Mechanical Engineers. Doctor Hollis spoke on the subject of "New Problems for Engineers." The talk was most interesting and he made an eloquent plea for conservation of fuels. Doctor Hollis scored the engineers for the lack of interest they had taken in the past in the human element and urged added impetus for labor saving inventions. Doctor Hollis scored the employers for the present labor unrest and conditions, claiming that the employer was really the basic cause of it all, always assuming a too-combative attitude and always too ready to meet the employe in combat, but never on equal and peaceable terms. Doctor Hollis also told of some of the funny experiences he had while serving as fuel administrator of the state of Massachusetts. He told of one plant where the engineers had worked so hard to produce the maximum amount of steam from their boilers in a certain textile mill and then his inspectors came along and found that fully 40 per cent of the steam through faulty pipes was going to heat the Merrimac river. Then another instance where they found a parker who ran an unpacked steam pipe through an ice box drew laughter from his audience.

Dr. Hollis also urged that the engineers take more interest in civic affairs and learn to look beyond their mere profession. "The only way to make science safe for the world," said Dr. Hollis, "is by using it righteously." He also stated that the fault with the average workman was that he had no pride in his profession and trade, which he also added could be largely laid to the negligence of the employer.

The next speaker of the evening was F. E. Rice, chief engineer of the Phillips Petroleum company, who read an instructive paper which described at length and in detail the new absorption gasoline plant which the Phillips company is erecting. Mr. Rice is the designer of the plant and is regarded as an authority on the subject of compressor and absorption gasoline plants.

The concluding address was by C. J. Berend, vice president of the Oklahoma Petroleum and Gasoline company of Tulsa. Mr. Berend gave an interesting talk on "The Appraisement of Oil and Gas Properties." The talk brought forth a series of extemporaneous talks and debates from the audience.

This morning the local Engineers' club will conduct the visitors through the smelters, the cement plant at Dewey and the Phillips gasoline station north of the city. It had been planned to make a whole day's field trip in autos through the oil fields, but the recent rains put a ban on that and so the excursions will be entirely along the paved streets or hard surfaced roads.

Tulsa engineers turned out for the meeting in force, among them being H. D. Cornell of the Bell Oil & Gas company; H. P. Porter of the Gypsy Oil Co., and chairman of the section; George H. Taber, Jr. of the Sinclair Oil Co.; D. E. Foster of Foster & Gilmore, consulting petroleum engineers; secretary of the section, Carl Ehrman; consulting engineer, E. A. Clark of the Oklahoma Natural Gas company, treasurer of the section; J. B. Fink, gas engineer; R. S. Shade, gas meter engineer; H. B. Bernard, of the Sinclair Oil company; Robert W. Hendee of of Shade & Co., W. Woobank of Arns & Woobank, Willis C. Brown, sales engineer; Foxboro Meter company, Phillip Jones, consulting engineer and vice chairman of the section; George S. Tayman and H. R. Auerswald of the Gypsy Oil company, J. Benjamin Held of the Empire company, H. A. Parker, educational director and B. H. Davis, assistant mechanical superintendent of Cosden & Co.; R. A. Griffith, W. H. Collins, A. K. Wheeler and O. J. Berend, vice president of the Oklahoma Petroleum & Gas Co.

Dean P. F. Walker, Profs. W. E. Limbacker and F. H. Sibley of the Kansas university; Profs. G. B. Helmrich, L. C. Litchy, J. C. Davis, F. S. Rockwell, Dr. Edwin DeBarr, and Dean J. H. Felgar of Oklahoma university; Dean A. A. Potter of the Kansas A. & M. college at Manhattan, Kan., and Prof. Charles Jablow of the Oklahoma A. & M. college, Stillwater, Okla., all noted educators, were in attendance and took active part in the presentation and discussion of several papers.

Before adjournment the section wired the president of the United States the following message:

"The midcontinent section of the American Society of Mechanical Engineers at its semi-annual meeting has voted its confidence in your administration in the present labor crisis. We respectfully submit for your consideration the availability of the engineering profession in assisting in the solution of the labor question now before the conference in Washington, as we believe the influence of the engineers will be of assistance."

The Stock Market.

Strandberg & McGreevy Co. received the following yesterday: "New York, Nov. 1. There was not much concern yesterday over the 19 per cent money market, and probably quite rightly. Saturday's big business had to be arranged. Today Sinclair stockholders provide $54,000,000. J. P. Morgan & Co. pay off $250,000,000 of British notes, and very heavy November interest and dividend accounts are to be settled and there is pressure of acceptances. We may expect lower money conditions after election day. The oil group seems very attractive."

The above is exceedingly interesting to oil men at this end. It means that the Sinclair people have disposed of 900,000 shares at $60 per share and have thus financed themselves against all possible contingencies. This and the fact that their numerous filling stations are taking in actual cash day by day leaves them in a most enviable position.

Texlahoma Entertains Guests.

A party of the directors and stockholders of the Texlahoma and Globe Oil company that has been viewing the fields, including the newly purchased holdings at Shreveport, was in the city and after a trip through the residence and refining districts, were entertained by Calvin G. Sell at his residence at 407 East Eighteenth street. Maple Ridge, and afterwards proceeded to the Petroleum club. John G. Mitchell, chairman of the board, and General Manager Gillett, took a leading part in the entertainment of the visitors. There was much enthusiasm on tap among the visitors who were loud in their praises of Tulsa and of the company and its holdings.

In the party were the following: J. R. Sutherlin of Kansas City, G. G. Gillette of Tulsa, R. R. Smith of Kansas City, W. L. Montgomery of Sioux City, Iowa, R. F. Farmer of Tulsa, F. C. Woods of Tulsa, G. H. Chadge of Tulsa, A. H. Todd of Shreveport, J. S. Arthur of Tulsa, C. K. Minor of Kansas City, Otis Dyer of Chicago, Arthur L. Frank of Chicago, A. De Bruin of Chicago, Neil Nelson L. Burns of Chicago, H. C. Gibbs of Boston, G. H. Taylor of Boston, T. J. Morrison of Pittsburgh, W. J. Black of Pittsburgh, H. F. Klopfstein of Pittsburgh, S. L. Phillips of Detroit, D. W. Rider of Chicago, Ernest Ellis of Rochester, N. Y., N. L. Tremaine of Sedalia, Mo., W. C. Knox of Kansas City, John McLendon of Kansas City.

Purchased Oil for Government.

A. C. Quast, who has been chief purchasing agent for the army with headquarters in San Francisco, Cal., and one of the best men among the entire list of referees, is in Tulsa and will probably remain in the mid-continent field as his services are much in demand. Mr. Quast says: "There is so much difference in the oil in California that it was extremely difficult to get lubricating oil that came up to the government's specifications. In fact, most of the specification oil had to be shipped from the mid-continent field." Mr. Quast is an expert in the purchase and selection of oil for different purposes and the government was fortunate in having his services at a time when they were most needed.

Oil Roads.

The oiling of roads is becoming more and more popular wherever used and here in Oklahoma where the roads are the worst in the world and where oil is plentiful it would seem good business if oil were used and that in plenty.

The Sinclair people have a fine dirt road that is always in good condition leading from their warehouse a block west of the fair grounds that should be visited by anyone who is anxious to see what oil will do in the way of keeping a road in good condition. It is in fine shape right now in spite of the big rain and the heavy traffic.

California, the foremost state in the matter of good highways, much of which is oil macadam, has always maintained the policy of keeping her roads in a uniformly excellent condition at all times.

This is one of the chief reasons why that state has enjoyed a popularity which other states have envied but few used the same means to obtain.

Tulsa county roads are said by motorists to be the worst in the entire state, that it is almost impossible to navigate between Keystone and Sand Springs and the roads in all directions out of Tulsa are equally as bad.

Shallow Sands Showing Good.

Special to The World.

SHREVEPORT, Nov. 1.—One of the largest wells ever completed in the shallow sand of the Homer field in Claiborne parish, district of the Louisiana field, was completed by the Texas company in 19-21-7 Langston farm, which started at 12,000 barrels from the 1,100 foot sand.

Another well which was brought in some time ago by the Louisiana Oil & Refining Co. had an initial production of approximately 10,000 barrels, and the same company also completed a 6,000 barrel well on the Jackson lease 34-21-8 at 1,295 feet.

Opened Offices at Shreveport.

T. O. Lilystrand of the Oklahoma Producing & Refining corporation has returned from Louisiana, and announces that the company has established headquarters for its operations in that state at Shreveport. The O. P. & R. is largely interested in the Hoffer and Bull Baxon territories and it is believed the establishment of the Shreveport office presages increased Louisiana activity on the part of this big concern. James K. Crawford, John M. Crawford and H. S. Jenkins are on a tour of the company's properties in Texas.

The O. P. & R. has a lease directly offsetting to the Purdy well in 6-13-11, Beggs district, and it is expected a well will be started within the next few days, should the Purdy well come up to expectations. The O. P. & R. lease is in 7-15-11.

Drilling has been started on the No. 1 well on the company's Ferrier lease in Butler county, Kansas. This lease is in 20-23-4. The well is a direct offset to a well brought in a few days ago with initial production reported at 50 barrels an hour.

Carter Has a Well.

The Carter Oil company has a good well on the Othmer farm, in southeast 21-27-1e, about 12 miles northwest of Ponca City. At a depth of 3,740 feet there are 2,000 feet of oil in the hole, with gas coming up through the oil. Arrangements are being made to connect up with the pipe line.

Good Well at Beggs.

The Chicago Oil company and Henry Oil company have a well in the southeast of northeast of northwest of 6-14-12 that is doing better than 500 barrels.

Man, 30, married, University of Chicago, college and law school graduate, thoroughly grounded in auditing and accounting, six years' active practice as lawyer in all courts in Chicago and Illinois, specialist in income tax, corporation and real estate law, desires association with live corporation assuring future. Address Box 900, care World.

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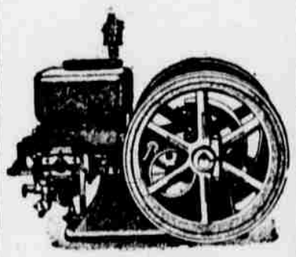
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