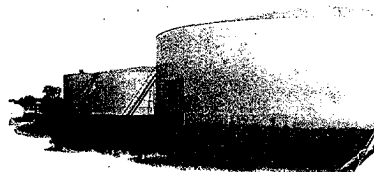


For oil-refining you want litharge of correct physical character and extreme chemical purity. Such litharge is made by the makers of Dutch Boy red-lead and Dutch Boy white-lead. At all times you can rely on its unvarying uniformity. Our nearest warehouse can give you quick shipment in any quantity you desire.



NEW CONSTRUCTION PAINTING

2. A. Please check the kind of paint you use as a general thing for the first coat, and so on. (If you use more than one kind, please number in order of importance.)

B. What are the major considerations that justify your selection of paint for first coat?

C. Please check the kind of paint you use as a general thing for the second coat, and so on. (If you use more than one kind, please number in order of importance.)

D. What are the major considerations that justify your selection of paint for second coat?

E. On new work, what is your usual practice as to number of coats? Not applied by spray? by brush?

MAINTENANCE PAINTING

3. A. For re-painting what paint do you generally use or specify?

B. Is it good practice to keep touching up worn spots in the intervals?

C. Is it better to clean and repaint the entire structure?

D. Under normal conditions of service, how many coats do you use between repainting?

E. Will you rank below three paint you have specified?

Handwritten notes and checkmarks are visible on the form, including 'Pure red-lead' and 'Dutch Boy'.

"Tests and experience prove pure red-lead is best"

A PROMINENT oil publication recently sent a questionnaire to oil men representing every field in the United States. These men were asked what paint they use for priming coats on tank cars, storage tanks, refinery stills, pipe lines, buildings, and field rundown tanks. They were asked why they choose this particular paint.

The replies of 53 oil men to the first question furnishes convincing proof of how generally red-lead is accepted throughout the oil industry. Thirty-two of these men said they use, specify or recommend pure red-lead for priming coats. And these men are employed by oil companies not only in the mid-continent field, but also in Pennsylvania and California.

A few typical comments

Many of these men made interesting comments on their experience with red-lead. Here are a few: "Pure red-lead withstands any climatic conditions." "After many tests we have

—this comment is typical of dozens received in a recent survey of the oil industry

decided on red-lead." "Red-lead is durable, economical, and easy to apply." "Red-lead has always given us excellent results." "Experience of ourselves and others seems to indicate red-lead."

The highest grade red-lead obtainable is Dutch Boy red-lead. You can get it in either the paste or liquid form. The liquid comes in the natural orange-red for first coats, and also in greens, browns, and black for finishing coats. The paste is obtainable in the natural orange-red and may be shaded to any desired dark color.

For light finishing coats
Dutch Boy white-lead on top of an

undercoating of Dutch Boy red-lead will give you a light finishing coat that reduces heat absorption and decreases oil evaporation. Like Dutch Boy red-lead, Dutch Boy white-lead has the properties that enable it to resist the attacks of rust-forming elements.

We shall be glad to help you solve any question of metal surface protection. Specialists in our Department of Technical Service have made a study of paint protection for metal in the oil industry. They will be glad to give you any help you may require. Simply address them in care of our nearest branch.



NATIONAL LEAD COMPANY
New York, 111 Broadway; Boston, 131 State Street; Buffalo, 116 Oak Street; Chicago, 300 West 18th Street; Cincinnati, 659 Freeman Avenue; Cleveland, 820 West Superior Avenue; St. Louis, 722 Chestnut Street; San Francisco, 485 California Street; Pittsburgh, National Lead & Oil Co. of Penna., 316 Fourth Avenue; Philadelphia, John T. Lewis & Bros. Co., 437 Chestnut Street.

Dutch Boy Red-Lead

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