

STEPS TAKEN TO REMODEL CAPITOL BUILDING ARE POSSIBLE

RE-DECORATION MAY BE DONE; SPRINKLERS PLANNED

AUSTIN, Tex., April 2. (P)—Expenditure of approximately \$3,000,000 to renovate and redecorate the capitol building within the near future loomed as a possibility as the result of opinions expressed during the last session of the legislature by senators and representatives. The improvements in the capitol probably will be authorized at the next session should the state treasury be in condition to warrant such a procedure, it was said.

Attempts to appropriate money to renovate the interior of the building by past legislatures failed owing to the lack of funds.

The Texas capitol is recognized as one of the outstanding statehouses in the country. It was constructed in the late 80's and is in a remarkable state of preservation.

Built entirely of Texas red granite, the structure appears practically as it did when new with the exception of the interior which has depreciated materially.

Not fireproof—Since the building is not of fireproof construction, it was deemed likely that a sprinkler system would be installed to prevent its possible destruction from fire. It was pointed out that should a fire start in the building, the structure would burn rapidly unless there were some kind of an automatic device to check the flames pending the arrival of fire fighting equipment.

Another argument in favor of the fire prevention proposal is the fact that the granite deteriorates if subjected to high temperatures, such as would result if the interior of the building burned.

Goodwill--

(Continued from page 1)

lene. Reservations for that number of plates had been made. T. N. Carswell, secretary of the chamber of commerce said.

The Dallasites were accompanied by W. R. Lance, P. W. Campbell, Moore and Max Bentley, who met them in Ballinger and made the trip with them to San Angelo.

Price Campbell, newly-elected president of the West Texas Utilities company, was master of ceremonies for the breakfast, and Mayor Thomas E. Hayden welcomed the visitors. Dr. J. D. Sanderfer, president of Simmons university spoke.

Personals

Miss Dorothy Snyder is acting as stenographer for Texas Electric Service company while Miss Virgie Locklar is ill.

Mrs. C. D. Hodges left Tuesday for a few weeks stay at Bartlett, Texas.

E. A. Werila is in Big Spring today on business.

Nick Alley of Hale Center is in Midland on business today.

Mr. and Mrs. T. J. Comer, Penwell, are visitors in Midland today.

T. M. Combs returned this morning from a business trip to New Mexico.

Paul Ryan is in Crane today on business.

Errorgrams--

CORRECTIONS

(1) A baseball home plate is five-sided instead of round. (2) The batter's socks do not match. (3) The bat, in the hand of the player in right foreground, lacks the knob at the small end. (4) The pitcher is right-handed instead of a southpaw, which means left-handed. (5) The scrambled word is IMPACT.

Hawks--

(Continued from Page 1)

blisters on both hands, saying the air was terrible Tuesday and the day before.

"At times I didn't know whether the glider would hold together," he grinned. "The wings threatened to buckle under the strain of a hundred miles an hour. That tail wind was great, at that, but it was hard work keeping the glider 100 feet above the plane's backwash currents."

Captain Hawks refused to tell what he projects next.

Doesn't Disclose Plans

"I just think of something and then try it out," he said modestly. "If I told everything I plan doing the people might have something to laugh over for months. The experimentation period is not over in aeronautics and I intend to keep on trying new things until I make my last mistake or the period of experimentation is finished."

The pilot of the glider told of hearing radio music along the route. "Imagine my embarrassment," he grinned. "Dance music from Los Angeles, and the glider shimmying under me in a sort of disconcerting dance that found me out of mood to dance with it. But that baby," he pointed to the glider, "has a habit of doing what it wants to do—even if I had rather do something else."

Glider Satisfactory

The captain said, however, the glider is the finest ever to have been turned out. He said a severe strain had been placed on it every airmile this side of San Diego. It handles in a glide in a perfect manner, he said.

Over Phoenix the captain glided into landing from a height of 7,200 feet.

"The highest point reached on the journey to Midland was over the mountains, ten thousand, seven hundred feet," he explained. "It was plenty cold and uncomfortable there, and I was glad to get into the lower altitude."

The glider pilot, the pilot of the Waco towing plane and the designer of the craft, laughed together in the field office as they related some of their conversation while in flight. Through the telephone connection maintained between ship and glider Hawks would say:

Jokes in the Air

"How about you kiwis trying to keep your line or flight as straight as possible?"

To which the answer might come back, "Try and catch us," or "Did you ever hear that one about the traveling salesman and the young lady from Montana?"

The flight is a success so far, Hawks said. He plans to stay in New York for the approaching glider meet there. The glider will be

hung in Wannamaker's for a while." Glider and pilot weigh 500 pounds, he announced.

It has a wing spread of 50 feet.

Air Was Bad—Capt. Hawks described his trip from Tucson to El Paso as one of the worst, from the standpoint of weather, that he had ever encountered. Air conditions were dangerous and atrocious, he said.

W. H. Franklin, co-designer of the "Eaglet," accompanied Jernigan in the tow plane.

His schedule was interrupted Monday after he had taken the air at Tucson when the 525-foot line between the "Eaglet" and the tow plane snapped under stress of adverse air currents. A 45-mile wind was blowing aloft when he started for El Paso. After covering some 10 miles, he decided to return to Mayse airport and wait for favorable conditions.

Just Averts Disaster

In making the turn, both the tow ship and the glider were whipped by cross winds and sucked downward by an air pocket. The tow line slackened and then snapped taut, breaking in the middle under the strain.

Capt. Hawks maneuvered his "Eaglet" 10 miles to a safe landing at Tucson, using the air currents for motive power.

Practically all of Monday was devoted to rigging a new tow line and telephone communications between the ships. Raging winds continued to blow in the Tucson area during the late afternoon and Capt. Hawks decided to postpone his El Paso flight until Tuesday morning.

Capt. Hawks is attempting to reach New York city by Sunday evening. His next overnight stop beyond Sweetwater was scheduled as Tulsa, Okla.

Takeoff Risky

Chancing a crack-up in the face of violent wind and dust storms, that swept across Biggs field, Capt. Frank Hawks, who is attempting a transcontinental glider flight, was towed off the ground on the third leg of his trip Tuesday morning at 11:40 o'clock. While he took every precaution to avert disaster, his primary consideration was maintenance of schedule.

Before taking off he stated that he would make brief stops at Pecos and Midland. He did not stop at Pecos, however. The flight to Pecos was estimated at about two and a half hours. From there to Sweetwater would necessitate another hour and a half, and from here to Sweetwater about the same time.

The "Eaglet," as Capt. Hawks calls his glider, narrowly escaped being wrecked on the flight from Tucson Tuesday morning. Coming over the hills 30 miles west of Lordsburg both the towing ship and the glider were struck by a line squall which

drove them several hundred feet earthward before they could pull out of it.

Success Threatened—Again, while rounding Mount Franklin violent air currents affected the air train and threatened the success of Capt. Hawks' trip. J. D. Jernigan, pilot of the tow ship, landed at the El Paso airport at 9:05 o'clock, after bringing Capt. Hawks' craft over the city.

Capt. Hawks circled for 10 minutes, and then landed amid swirling dust at the municipal airport at 9:20 o'clock.

After refueling the tow plane, the glider was rolled to Biggs field and faced into the wind. Capt. Hawks waited nearly two hours without the wind abating, and then decided to risk a take-off. His glider rose immediately, but 600 feet of preliminary run was necessary. The plane and glider left Tucson

at 5:53 o'clock and made all possible time to El Paso. A tail wind aided the ships greatly in abbreviating the trip. In order to eliminate delay, the scheduled stop at Lordsburg, N. M., was cut out of the program.

McCamey Man In Scrap With Wolf

MCCAMEY, Tex., April 2. (P)—Pete Pedell, oil field employe, was attacked by a coyote while working on a lease near Imperial, Blackie Colburn, a fellow worker, cut the coyote's throat and stopped the fight. The incident occurred early in the morning when the wolf ran into the man in front of the camp while chasing a dog which had sounded the alarm and which unwillingly led the coyote a chase into the camp.

A Freak Filling Station Pleases Beeville Drivers

BEEVILLE, Tex., April 2. (P)—The retail price of gasoline is of no interest to a number of persons residing in western Goliad county, where a capricious gas well has evolved into a freak filling station.

When F. P. Zoch of San Antonio completed his No. 1, Kaufman at 4232 feet last December, he had drilled a wildcat test which made a quantity of gas but no oil. An odor of gasoline emanated from the well; but there was no liquid.

Recently an oil scout opened the Kaufman well to see if it still was making gas. It was. The

well also apparently had gone into the refinery business, for the aroma of gasoline had turned liquid, to the tune of three barrels of pure gasoline daily. Oil men say that if the gas from the well were run through a condenser the daily production of gasoline would run about 100 barrels.

Meanwhile, enterprising car owners drive in with tanks empty. The freak well does its stuff, and the gas no longer sloshes in partly filled gas tanks when the owners drive away with that satisfied look on their faces.

And so Mr. Zoch has paid \$26,700 for 1-32 royalty on the Periera 2,670-acre tract which adjoins the Kaufman on the east and will drill within 90 days—perhaps another free filling station.

INDEPENDENT LOSES

LAMESA—J. R. Lowrie, democratic nominee for mayor, defeated his opponent, R. L. Mayers, independent, by a vote of 552 against 83.

TAXIING AROUND THE AIRPORT

W. Camden, piloting a Travel Air, a Laughlin Bros. ship, landed at Sloan field for refueling this morning. He was carrying one passenger, from Santa Maria to Tulsa.

STANTON'S YOUNG MEMBER

STANTON, Tex., April 2.—It is believed that the Martin county chamber of commerce has the youngest member in the state. He is Jimmy Turner, one-day-old son of A. M. Turner, cashier of the Home National bank of this city. His year membership was turned in to the secretary this week. His father is a director in the organization and prominent in all civic affairs of the county.

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1928 MODEL 51 BUICK BROUGHAM—No. 285. You could not duplicate this car anywhere for near this featured price. Original cost \$2385. Five eight ply General dual cord tires. Attractive grey Duco finish, natural wood wheels, heavy nickel bumpers, imported velour upholstery in perfect condition. Mechanically this car would suit any new car buyer. Just the thing for the family. You will have to hurry to **\$900.00** get it for

1929 BUICK STANDARD COUPE—No. 281. Here is your chance to own a practically new Buick at a big saving. This car has original paint, five good tires, excellent upholstery; motor and axle like new; fully equipped with bumpers, trunk etc. Pride giving, dependable transportation. **\$950.00**

1927 CHEVROLET COUPE—No. 282. Fit as a college athlete. New pistons, rings, and good rubber all round. You won't hesitate to grab this at **\$250.00**

1924 MODEL T FORD COUPE—No. 288-E. Motor runs like a sewing machine. General tires all round. Dur... ing this sale only **\$98.00**

1925 BUICK MASTER SIX TOURING—No. 284-A. Here's a big value for a little money. Four brand new tires to roll on, a cracker jack good engine to pull you, air tight curtains to protect you, a steal at **\$195.**

1927 CHEVROLET COACH—No. 278-A. This car offers everything that a Chevrolet buyer could want. Unmarred shining Duco finish; clean unworn upholstery; a pet of its former owner; why walk when an exceptional value is available to you. For quick sale today— **\$175.50** it's certainly going.

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