

THE HEDLEY INFORMER

VOL XIX

HEDLEY, DONLEY COUNTY, TEXAS, AUGUST 9, 1929

NO. 39

It Pleases Us TO PLEASE YOU

WHENEVER YOU WANT ANY-thing that is usually carried in a Drug Store of the Better Class, come to our store. We have it, and the price is right.

Hedley Drug Co.
THE REXALL STORE

Furniture!

You ought to make your home attractive. And it can be done at a reasonable cost here. See our

DINING ROOM SUITES
LIVING ROOM SUITES
BED ROOM SUITES

Modern styles. Reasonable prices.

EVERYTHING IN HARDWARE
AND FURNITURE

Moreman Hardware
Hardware - The House of Service - Furniture
Wants to Serve You

HOG
Enough



TO WANT YOUR BUSINESS, AND MAN
ENOUGH TO APPRECIATE IT

SMITH PRODUCE CO.
Hedley, Texas Joe Rowden, Mgr.

Reed Produce

will pay you highest cash prices for all kinds of produce. Have a full line of Feed and Seeds.

Located at the P. H. Crozier Feed Store in the old Postoffice building, facing the Highway.

CALL AND SEE US

J. B. REED

Phone 32 Residence 116

POSTOFFICE AT GILES DESTROYED BY FIRE

The postoffice at Giles, together with all its records and money, was destroyed by fire last Saturday night.

The building, occupied by the postoffice and a stock of general merchandise owned by Lyle Beckwith, was a total loss. The latter was partially covered by insurance. Origin of the fire is unknown.

The Informer deeply regrets this heavy loss to Mr Beckwith and the Giles community.

A good value in Turkish Bath Towels Saturday and Monday, 24c
Adams Dry Goods & Notions.

'BELIEVE IT OR NOT'

Edd Mosley gives us an item this week for the "Believe It or Not" department.

One of his imported rabbits gave birth to six little bunnies a few days ago. Six days later the same rabbit became the mother of seven more little bunnies. Eleven of the youngsters are alive and thriving.

SEALED BIDS

will be received on the Seed and Cotton Hauling for the Equity Gin Company to railroad and compress. All bids should be in by August 10, 1929.
Equity Gin Company.

EASTERN STAR PICNIC

The local chapter Order of the Eastern Star will give a picnic Thursday, August 15 at Parker Creek. Assemble at 7:30 a. m. in front of Masonic Hall.

Members are requested to be on hand, each with a well filled basket.

COAT LOST—Light brown, with narrow dark brown stripe. Shadow weight; W. B. Mc Murkan & Co., Wichita Falls. Papers in inside pocket. Finder notify Eads Produce Co., Hedley, Texas.

REV. LANDRETH RETURNS WILL PREACH SUNDAY

Rev. E. D. Landreth returned Monday from holding a meeting in Knox county at the old Thorp Methodist church. The meeting was quite successful, with a large number of conversions and additions to the churches. He says crops are much better here than any place he visited, as far south as Taylor county.

Bro Landreth is holding a one week revival at Dzer, but will be back to preach here Sunday morning. His subject will be "FLAT TIRE CHRISTIANS." If you have had a flat this summer you are especially invited to hear this sermon.

A GOOD POLAND CHINA male hog for hire 4 mile east. on Memphis road.
Ernest Eads

COFFINS, CASKETS

UNDERTAKERS'
SUPPLIES

Licensed Embalmer and Auto Hearse at Your Service

Day phone 24
Night phone 40

MOREMAN HARDWARE

LELIA LAKE BOYS WIN AT A. & M.

Greer Cottingham, Edward Morton and Lowell Davis, Lelia Lake 4 H Club boys, are back from the A. & M. Short Course, where they had a great time and won honors for themselves and their town. They entered the stock judging contest, and as a team won eighth place among 75 competitors. Greer Cottingham won first place over all the boys entering in this class. This is a most remarkable achievement, since Donley has no county agent to aid our club boys, and our hat is off to these young men.

Lowell Davis was here Monday and requested us to extend their thanks to the Hedley people who helped make it possible for the boys to attend the Short Course.

ANNUAL MEETING

Stockholders are requested to be present at the Annual Meeting of the Farmers Equity Gin Company and Equity Union to be held at the Methodist Church in Hedley, Texas, Saturday, August 10, at 2 o'clock p. m.

Please be present. Special business to come before house.
J. W. Bland, President
Claude Bain, Secretary.

MEETING AT MCKNIGHT

Elder Holley of Virginia will conduct the meeting at McKnight that was to have been conducted by Elder Bentley, beginning this Saturday night, August 10. The notice on another page of this paper that the meeting has been called off is a mistake.

Everybody invited to attend.

Come in and see our 95 cent Dresses. Fast colors.
Adams Dry Goods & Notions.

Mr. and Mrs. Chas. M. Lowry and daughter, Sara Beth, are off on a vacation trip to the Carlsbad Caverns and other places of interest. They are accompanied by Mr. and Mrs. Luther Lowry of Claude.

LET US DELIVER

you a sample of Butter that we think will please you. Special pains taken in the making. Yellow, firm, full weight, and reasonably priced.

Buttermilk.
We would be glad to have you as a regular customer.

Hedley Dairy.
Phone 119.

FOR RENT—A nice southeast bed room. Mrs. E. T. Watkins.

Miss Sue McFarling of Chico is visiting friends in Hedley this week. She is en route home from a visit in Amarillo and points north.

The P. T. Bostons of Shamrock visited home folks and friends in Hedley this week.

THE MEDICINE FOR PELLAGRA

Dr. J. L. Leverett, prominent Paris, Texas, Specialist, is attracting National attention with his NEW method of treating Pellagra and certain forms of stomach trouble closely resembling Pellagra. Under a rigid test of more than 3000 patients the treatment proved to be all that was claimed. A 28 day trial treatment for \$5 and this money back if the patient is not benefited and the patient alone is the judge. The medicine doesn't make you sick to take it. For particulars, testimonials and blank for FREE diagnosis write
J. L. LEVERETT, M. D., Paris, Texas.

BUY YOUR GROCERIES HERE

We offer you the very best value for your money every day in the year, and try to treat you as we'd want you to treat us.

DEPENDABLE GOODS and
DEPENDABLE SERVICE

Barnes & Hastings
PHONE 21

Dry Goods Groceries

We handle standard merchandise in both lines, keep our stocks fresh, and we can AND WILL sell to you at prices worth the money.

YOU OWE US A VISIT

TIMS & TIDROW
Hedley, Texas

HYDER HOSPITAL

513 Main Street
MEMPHIS, TEXAS

Day Phone 489
Night Phone 534

A SILENT PARTNER

THE BEST KNOWN SILENT partner is a Bank Account. It is your best friend in times of adversity.

Get acquainted with this partner. It means a great deal to your welfare.

SECURITY STATE BANK
HEDLEY, TEXAS

POST'S BRAN FLAKES

WITH OTHER PARTS OF WHEAT

NOW YOU'LL
LIKE BRAN



America's favorite- the bran cereal that keeps you regular and tastes delicious, too

© 1929
P. Co., Inc.

No Sale Here
Office Boy—There's a salesman out-
side with a mustache.
Boss—Tell him I've got a mustache.
—Judge.

Experience
"Now, that's what I call a fine serv-
ant." "Yes, he's been in our family
for hours."

Kill All Flies! THEY SPREAD
DISEASE
Daisy Fly Killer
Kills all flies, mosquitoes, house flies, and
other annoying insects. Made of natural
ingredients. No poisons. No odors. No
stains. No damage to clothing or
furniture. Guaranteed.
Daisy Fly Killer
from your dealer
HAROLD SOMERS, Brooklyn, N. Y.

**PARKER'S
HAIR BALSAM**
Removes dandruff, stops itching, restores
color and
Beauty to Gray and Faded Hair
Solely at Drugstores
H. W. Parker, N. Y.

FLORESTON SHAMPOO—Ideal for use in
connection with Parker's Hair Balsam. Makes the
hair soft and fluffy. 50 cents by mail or at drug-
stores. H. W. Parker, N. Y.

**Health Giving
Sunshine**
All Winter Long

Marvelous Climate—Good Hotels—Tourist
Camps—Splendid Roads—Gorgeous Mountain
Views. The wonderful desert resort of the West

Palm Springs
CALIFORNIA

POKER
I have not lost a game of poker in over 8
years; I play a winning hand; get in the
game to win; Mail \$1 and I'll tell you my
secret. P. O. BOX 184, READING, MASS.

WANTED—MEN OR WOMEN to represent
us. We are paying \$100 per week commis-
sion to agents selling bedspreads, damask
and blankets direct to consumers. Our prices
are right; our merchandise sells at night. No
experience necessary. Write quick for ex-
clusive territory. HENRIK'S NOVELTY
COMPANY, FOREST CITY, N. C.

MOTHER!

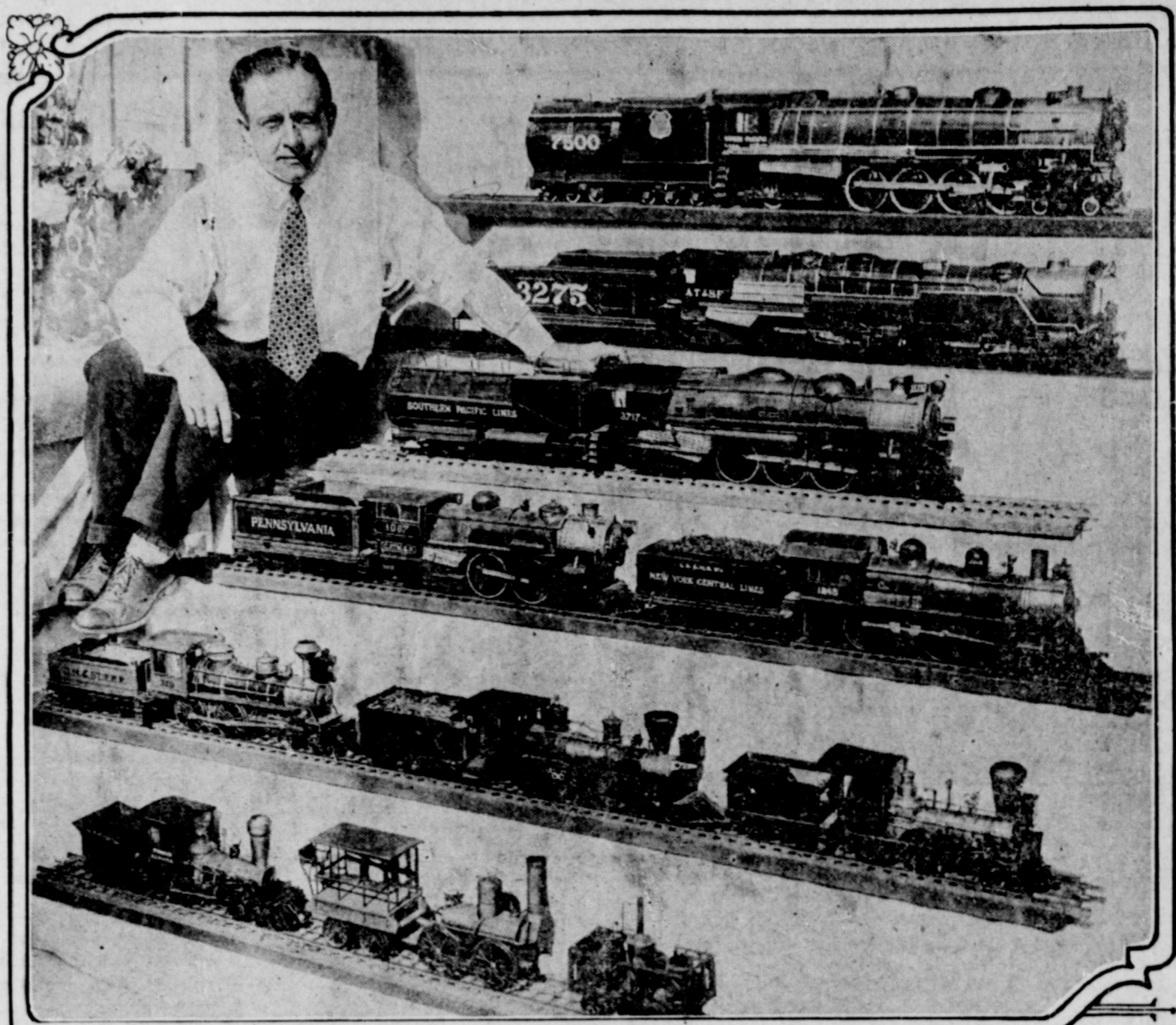
Child's Best Laxative is
"California Fig Syrup"



Hurry Mother! Even a billion, con-
stituted, feverish child loves the
pleasant taste of "California Fig
Syrup" and it never fails to open the
bowels. A teaspoonful today may pre-
vent a sick child tomorrow.
Ask your druggist for genuine "Cal-
ifornia Fig Syrup" which has direc-
tions for babies and children of all
ages printed on bottle. Mother! You
must say "California" or you may get
an imitation fig syrup.

Most malice lies in the inferiority
complex; anyway, malice lies.

The "Iron Horse's" 100 Years



FROM TOM THUMB (1828) TO "U.R. 7500" (1929)

By ELMO SCOTT WATSON

THE "Iron horse" is 100 years old.
On August 8, 9 and 10 the citizens
of Honesdale, Pa., will observe its
birthday with a celebration com-
memorating the first successful op-
eration of a steam-driven locomotive
on the Western Hemisphere.
The locomotive was the Stourbridge
Lion. It was built in England and
shipped to this country in
February, 1829, as the property
of the Delaware & Hudson Canal
company, and on August 8 it was put into operation
on a three-mile stretch of track near the
scene of the company's operations at Honesdale.

The first trial run of the locomotive demonstrated conclusively that steam transportation was practical and that the Lion would operate, but officials of the company found that the wooden rails, covered with a thin strip of iron, could not stand heavy duty and the Lion was never used for practical work.

But even though the Lion was not kept in service, its trial trip belongs the honor of being the first time a practicable locomotive ran upon a permanent railroad track in America and to Horatio Allen, who operated it, goes the distinction of being the first American locomotive engineer. So at the Honesdale celebration a monument to the locomotive will be dedicated and a transportation parade, depicting all modes of travel from oxcart to airplane will be held.

The development of railroads in the United States is another story of American magic. From those three miles of track near Honesdale has grown a network of nearly 250,000 miles of steel rails which penetrate to every part of the country. The progeny of this first "iron horse" now number more than 70,000. Whereas their ancestor weighed only 8 tons and puffed along at the rate of three or four miles an hour, some of these "colts" are giants, weighing more than 300 tons and they roar across the country at the rate of 80 miles an hour. A century is a comparatively short time in the history of a nation, yet the past 100 years of railroad history in the United States has seen such marvelous changes as to make its story sound like a tale from the Arabian Nights.

To appreciate fully its marvels, we must turn to the early days of railroading and in the volume "The March of Commerce" in the "Pageant of America" series, published by the Yale University Press, one may read the following interesting account of the "iron horse's" beginnings:

For fifty years after Watt gave the world his steam engine in 1773 other inventors toyed with the idea of making a steam engine move itself. Among Americans who experimented with steam road wagons or steam locomotives were Oliver Evans, Benjamin Dearborn and John Stevens. Many British inventors, including Richard Trevithick, also experimented with the problem. The weakness in all their machines was that they could not produce steam as rapidly as they used it, nor did their engines have enough power to move quickly or to pull more than their own weight.

In 1825 the progress of British invention justified a competitive trial held by the Liverpool & Manchester Railway. At this test the Rocket, an engine invented by George and Robert Stephenson, father and son, was the victor. The Rocket combined two features which enabled it to eliminate the faults of its predecessors and competitors; it had a tubular boiler and a forced draft. Stephenson's boiler exposed the maximum of heating surface to the burning fuel, and the forced draft occasioned by turning the exhaust steam from the cylinders into the stack fanned a fire fierce enough to produce steam faster than it was used. Thus, although Stephenson alone is not to be credited with the invention of the locomotive, he was responsible for setting forth a practicable combination of known principles by which for the first time the machine desired by other inventors was obtained. Consequently his fame is deserved.

With the winning of the Liverpool & Manchester railway prize of 500 pounds, Stephenson became, and for the rest of his life remained, the most successful locomotive builder in Great Britain and all Europe.

Our interest in this English inventor lies in the

The above photograph shows C. A. Lehman, a teacher in the Long Beach (Calif.) schools and the marvelous collection of locomotive models he has made. Starting with the model of Tom Thumb of 1828 used by the Baltimore & Ohio, the models are as follows: De Witt Clinton, built for the Mohawk & Hudson in 1831; Pioneer, first engine used by the Chicago & Northwestern in 1838; typical locomotive of 1850; Falcon, Central Pacific engine which met the Union Pacific No. 119 in Utah in 1869; fast passenger type of 1880; passenger type of 1895; Atlantic type used by the Pennsylvania in 1905; heavy Pacific type of 1910; Mallet-Compound locomotive of 1918, and the latest three-cylinder passenger Union Pacific which has a speed of 60 miles an hour.

fact that it was an English-made locomotive, rather than an American product, which made the historic run whose centennial is being celebrated in Pennsylvania this year. The "Pageant" narrative continues:

English engines came to America through the action of the proprietors of the Carbondale railroad, the coal tramway of the Delaware & Hudson Canal company. Through their civil engineer, Horatio Allen, whom they sent to England, they ordered three locomotives, one of them with riveted flues of large size from Foster, Rastrick and company, of Stourbridge and the other two with tubular boilers from Stephenson and company of Newcastle-on-Tyne. The Stourbridge Lion was operated at Honesdale by Horatio Allen on August 9, 1829. The locomotive proved so heavy (8 tons) that it was pronounced unsafe on the frail bridges and ties of the Carbondale railroad and was discarded. This trial, however, was the first time a practicable locomotive ran upon a permanent railroad track in America, and Allen, although it was the only time he ever ran an engine, has the distinction of being the first American locomotive engineer. The Stourbridge engine received its name from a painting of a lion's head on the front of the engine's boiler. The Lion, stored in a shed by the Carbondale railroad, was picked up by souvenir hunters and what was too heavy to carry away was eventually sold by the railroad for old iron. Later the historical value of this engine caused a search for its parts, some being recovered by the Stephenson Rocket and Company, arrived somewhat later. They were stored in an iron warehouse in New York City, exhibited occasionally, but never used. These engines were similar to the Stephenson Rocket and if they had been given a trial at once they would have had the historical place now assigned to the Rocket itself, for the latter did not make its famous trip until October 14, 1825.

The first railroad constructed in America with a definite aim of carrying passengers and freight was the Baltimore & Ohio. It was chartered in 1827, and the laying of the rails began on July 4, 1828, Charles Carroll, the only living signer of the Declaration of Independence, lifting the first shovelful of earth. The first section of 13 miles, from Baltimore to Ellicott's Mills, was opened in May, 1830. The promoters experimented with various sorts of power. One was a flat car fitted with a treadmill operated by a horse. Upon its trial trip this contrivance was upset by a stray cow on the tracks and the device was condemned. Another experiment was made with a sailcar, the Meteor, a sailboat on wheels.

Peter Cooper was the next inventor to offer ideas to the Baltimore & Ohio railroad; he was influenced in part by the fact that he owned some land value of which would be enhanced if this railroad proved a success. Cooper built a tiny steam locomotive with a boiler about the size of those that now stand by the kitchen stove and with flues constructed with gun barrels. Other parts were proportionately small and crude. This engine was called the Tom Thumb. With it, Cooper made a few trial runs upon the partially finished railroad in 1830.

With the data secured from his small model, Cooper reconstructed the Tom Thumb and operated it again on August 28, 1830, over the full 13 miles of the road, attaining a speed of four miles an hour, pushing a car with 24 passengers. A few days later there was a challenge race between the Tom Thumb and an horse-drawn car over the double track from Ellicott's Mills to Baltimore. The gray horse led at the start, but the engine caught up with it and won the race. The following day the engine was again operated on the full line.

trial. Accordingly they offered a prize of \$4,000 for the best engine which should be delivered to them for trial, by June 1, 1831, and a prize of \$2,500 for the second best engine. The winner of the competition was a watchmaker named Pheenas Davis of York, Pa. He called his locomotive the York. But the R. & O. men, because of its appearance, called it the Grasshopper. Another engine which Davis built for the Baltimore & Ohio, similar to the York, was called the Traveller and it has the distinction of being the first used for freight service.

Among the other historical "firsts" should be listed the Charleston & Hamburg railroad, chartered by South Carolina in 1823, which from its beginning was planned for the use of steam power. So to it rather than to the Baltimore & Ohio, goes the honor of being the first railroad in America constructed for steam. In 1829 the railroad contracted with the West Point foundry of New York city for a steam locomotive capable of making the astonishing speed of 10 miles an hour. This engine was called at first The Best Friend of Charleston, but it was usually referred to more briefly as The Best Friend. It had its first trial in November, 1830, and probably ran off the track. After some changes had been made it proved able to make 30 miles an hour without a load and 21 miles an hour when pulling four loaded passenger cars. It was put into service in January, 1831, and in June of that year it figured in the first locomotive accident in America. Its fireman was a negro who did not like the sound of steam escaping from the safety valve. So he sat on the valve, whereupon the boiler promptly blew up, breaking the negro's thigh and teaching him some things that he had never before suspected about the power of steam. To avoid a recurrence of such accidents the Charleston & Hamburg railroad, when it put its second locomotive, the West Point, into service, placed between the locomotive and the passenger coaches a car piled with cotton bales and another occupied by a negro brass band. The theory was that the music would tend to divert the passengers' minds from the possibility of an explosion and if an explosion did occur the cotton bales—and the negroes—would get the benefit of the blast.

The next famous "iron horse" to make its appearance is described in the "Pageant" narrative as follows:

Under a charter granted by the New York legislature in 1826, the Mohawk & Hudson Railroad company built in 1827 its original line from Albany to Schenectady, a distance of about 17 miles, the primary link in the present New York Central system. The road was at first operated with horse-drawn cars, but the success of the southern railroad with locomotives, led to the ordering from the West Point foundry in April, 1831, of a locomotive to which was given the name of the De Witt Clinton. The first public trial of the engine, pulling a train of cars, was on August 9, 1831. The engine employed wood fuel and the passengers were showered with sparks from the stack, so that some had their clothing burned in spots, while others put up umbrellas to ward off the fiery rain. The cars were coupled with heavy chains about three feet long, and when they started and stopped, the venturers were jerked off their seats as the chains slack was taken up or the cars crashed together. The passengers themselves cut fence rails and wedged them between the cars to reduce the hazards of the journey.

The Baltimore & Ohio, the Charleston & Hamburg and the Mohawk & Hudson were the leaders in experimental railroad construction. The practicality of the new form of transportation needed no further proof to encourage a number of other railroad projects and as soon as the smallest link was ready for traffic it was open to the public. Thus by 1835 people and goods were moving by rail over the completed portions of the New York & Harlem railroad in New York, the Camden & Amboy railroad in New Jersey, the Philadelphia & Germantown & Norristown railroads in Pennsylvania, the Philadelphia & Baltimore & Annapolis railroad in Maryland, and the

NO BEDBUGS



KILLS—Flies—Mosquitoes—Bedbugs—Ranches—Moths—Ants—Flies
Waterbugs—Crickets and many other insects

Write for advertisement booklet, McCormack & Co., Baltimore, Md.

Bee Brand INSECT POWDER or Liquid Spray

If your dealer cannot furnish, we will supply direct by Parcel Post at regular prices

Liquid—50c, 75c and \$1.25. Gum—30c
Powder—10c, 25c, 50c and \$1.00
Gum—25c

People who realize the importance of a
Clear, Healthy Skin use

Aticura SOAP

CLEANSING SOOTHING ANTISEPTIC

Simple free. Address: "Aticura," Dept. 87, Melrose, Mass.



Business is NEVER good in the
POORLY LIGHTED STORE - BECAUSE
**TRADE
FOLLOWS
THE LIGHT!**



TWO stores, side by side . . . one is dull, dark and dismal, while the other is light, bright, cheerful, and business flourishing. One proprietor is plodding along, wondering why business comes so slowly . . . the other has increased his business considerably, because he has learned with proper lighting merchandise can be more easily displayed and chosen by those who enter his establishment.

—Customers come and go . . . some may buy and some may not, yet an endless stream of prospective buyers flows into the store which is well lighted . . . easily and quickly merchandise is selected with the help of pleasant clerks.

—Consult our illumination engineer . . . he will gladly help you solve your lighting problems . . . then more customers will come into YOUR store, for TRADE FOLLOWS THE LIGHT!

West Texas Utilities
Company

PEACHES and Grapes

CARMEN
EUREKA
ELBERTA
MAMIE ROSS
AND OTHER VARIETIES

Ripening from Now On
Through the Summer

Trucks Wanted at

LUTTRELL'S ORCHARDS

2 1-2 miles west of
HEDLEY, TEXAS

Mack's Sandwich Shop

GOOD CHILLI
and Sandwiches of All Kinds

IN THE NEW CORNER BRICK
FAC. NE HIC

"THREE NUTS" FINISH TOUR IN MODEL A FORD

After being out 30 days, 12 hours and 50 minutes the "Three Nuts" closed their trip to every county seat in Texas when they checked in at the Dallas plant at 10:05 last Saturday night.

These three Levelland boys, B. C. Gore, Walter Wright and W. C. Breedlove, have completed a task that not only demonstrated the endurance of a Ford motor, but has shown how well three strong-willed men, when once they have set themselves to a task, can carry it to a successful end in the face of ever increasing and unforeseen obstacles.

No one but these men appreciate fully the demands this trip has made on their will, patience and strength. In all kinds of weather, subjected to many varieties of climate, over roads that really tried men's souls, and with every law of their being urging them to give up the trip, yet these boys carried on with a persistency that is admirable to the greatest degree.

They left Levelland at 9:12 a. m. June 20 and reached the Dallas plant July 20 at 10:05 p. m., after being out 732 hours and 58 minutes without stopping the motor of their car.

They travelled 12,665 miles, used 651 gallons of gas and 14 gallons of oil.

They drained oil eleven times, and fixed seven flats. One tire came back with the same air it began the trip on.

Next Tuesday night Levelland people will honor these boys with a banquet, sponsored by the Chamber of Commerce.—Hockley County Herald.

CARD OF THANKS

We desire to thank the good people of Hedley for the many kind things they have done for us during our sorrow. It is deeply appreciated, and we feel that such sympathetic kindness could not be equaled anywhere.

Sincerely,
Mrs. Farley and Family.

Mr. and Mrs. J. Ring, former good citizens of Hedley now living at Weslaco, are here on a visit to their daughter, Mrs. B. C. Richerson, and other relatives and friends. "Uncle Jesse" is still singing the praises of the Magic Valley.

The Informer extends thanks to its good friend, V. F. Wade, for a generous supply of fine, fresh tomatoes and peppers presented to us Monday.

Parina Chews for poultry, hogs, horses and cows, at
Crozier Feed Store.

V. R. Jones, Optometrist, was a Hedley visitor the past week.

CITATION BY PUBLICATION

The State of Texas
To the Sheriff or Any Constable
of Donley County, Greeting:

You are hereby commanded to summon M. A. Peterson to be and appear before the Honorable District Court of Donley county, Texas, in the court house thereof in Clarendon, Texas, on the 2nd Monday in October, 1929, the same being the 14th day of said month, then and there to answer to the petition of Maggie Peterson in cause No. 1646 against the said M. A. Peterson as defendant, filed in this court on the 12th day of July 1929, by causing a copy hereof to be published for the length of time and in the manner required by law, and in such paper published in Donley county for the length of time and in the manner required by law, the cause of action being a

Ford
THE UNIVERSAL CAR

Lubrication of the New Ford IS ONE OF OUR SPECIALTIES

THINK OF US when you want your car oiled and greased. We'll deliver the job on time and you will know that it has been done right. Correct and thorough lubrication will save you many dollars in the upkeep of your car.

COME TO US FOR RELIABLE
FORD SERVICE

Our Repair Department Is
Unexcelled

Hedley Motor Co.
The Home of the Ford Car

suit for a divorce and custody of the child of plaintiff and defendant, to wit, Mary Alice, a girl aged seven years; and the grounds for divorce being for abandonment for more than three

years previous to the date of filing such petition.

Herein fail not, but make due return hereof to the next term of said court, in writing, showing how you have executed the same.

Witness my hand and seal of said Court at office in Clarendon, this 12th day of July, 1929.

A. B. Baker Clerk
[Seal] of the District Court of Donley County, Texas.

Don't Forget!

That Every Monday Night
and Tuesday Night Are

Bargain Nights

at

The Dreamland Theatre

ADMISSION ONLY

10 Cents

What Will you do



When your Children Cry for It

There is hardly a household that hasn't heard of Castoria! At least five million homes are never without it. If there are children in your family, there's almost daily need of its comfort. And any night may find you very thankful there's a bottle in the house. Just a few drops, and that colic or constipation is relieved; or diarrhea checked. A vegetable product; a baby remedy meant for young folks. Castoria is about the only thing you have ever heard doctors advise giving to infants. Stronger medicines are dangerous to a tiny baby, however harmless they may be to grown-ups. Good old Castoria! Remember the name, and remember to buy it. It may spare you a sleepless, anxious night. It is always ready, always safe to use; in emergencies, or for everyday ailments. Any hour of the day or night that baby becomes fretful, or restless, Castoria was never more popular with mothers than it is today. Every druggist has it.



Music Teachers

Our facilities for filling sheet music orders are exceptional. Trained operators to give your every requirement expert attention. Complete stock. Special Discounts. Write for approval. Write TODAY for discounts and catalogs. JENKINS MUSIC CO. Kansas City, Mo.

BOILS HEALED OVERNIGHT

Specialist's salve, Carboll, stops pain instantly. Heals worst boil overnight. Get Carboll from druggist, and relief is yours quick. Spurr-Neal Co., Nashville, Tenn.

STOP THAT ITCHING

Use Blue Star Soap, then apply Blue Star Remedy for Eczema, Itch, tetter, ringworm, poison oak, dandruff, children's sores, cracked hands, sore feet and most forms of itching skin diseases. It kills germs, stops itching, usually restoring the skin to health. Soap, 25c; Blue Star Remedy \$1.00. Ask your druggist.—Adv.

A Glass Too Much

"Since you got your wife that triple mirror, does she dress more quickly?" "It takes her just three times as long."—The Bits.

To Cool a Burn

Use Hanford's Balsam of Myrrh. Money back for first bottle if not suited. All dealers.

Correspondence Culture

Mrs. Rabb—My son is learning to tune pianos by mail.
Mrs. Gabb—How nice! When he has learned how, we'll mail him our piano for a tuning.—Life.



"Before My Baby Came"

"Lydia E. Pinkham's Vegetable Compound puts new life into me and makes my work in the store and in the house easier. I took several bottles before my baby came and am always singing its praises to my friends and women of all ages. It makes me feel like life is worth living, my nerves are better and I have gained pep and feel well and strong."—Mrs. A. R. Smith, 809 S. Lansing Street, St. Johns, Michigan.

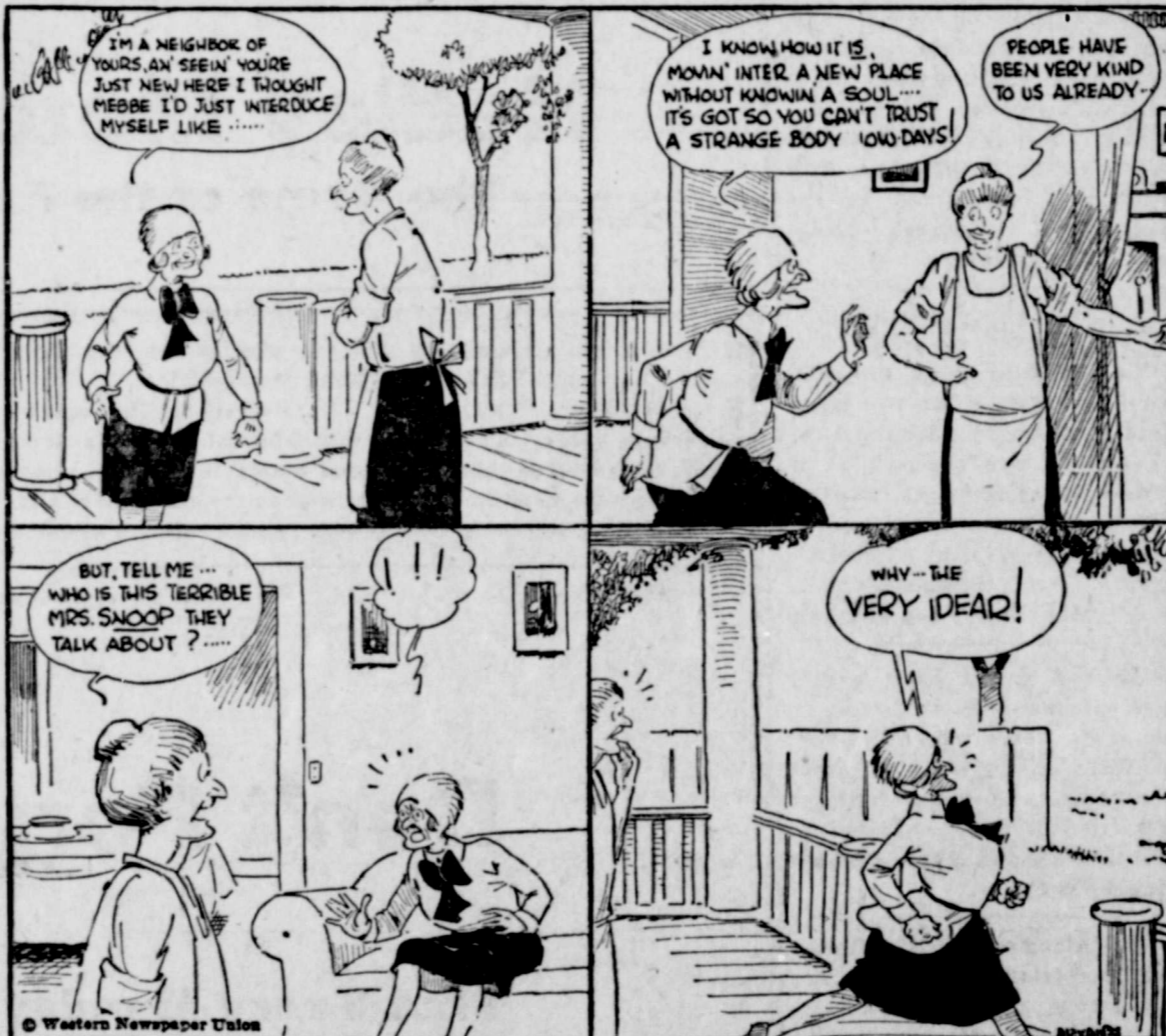
Lydia E. Pinkham's Vegetable Compound

OUR COMIC SECTION

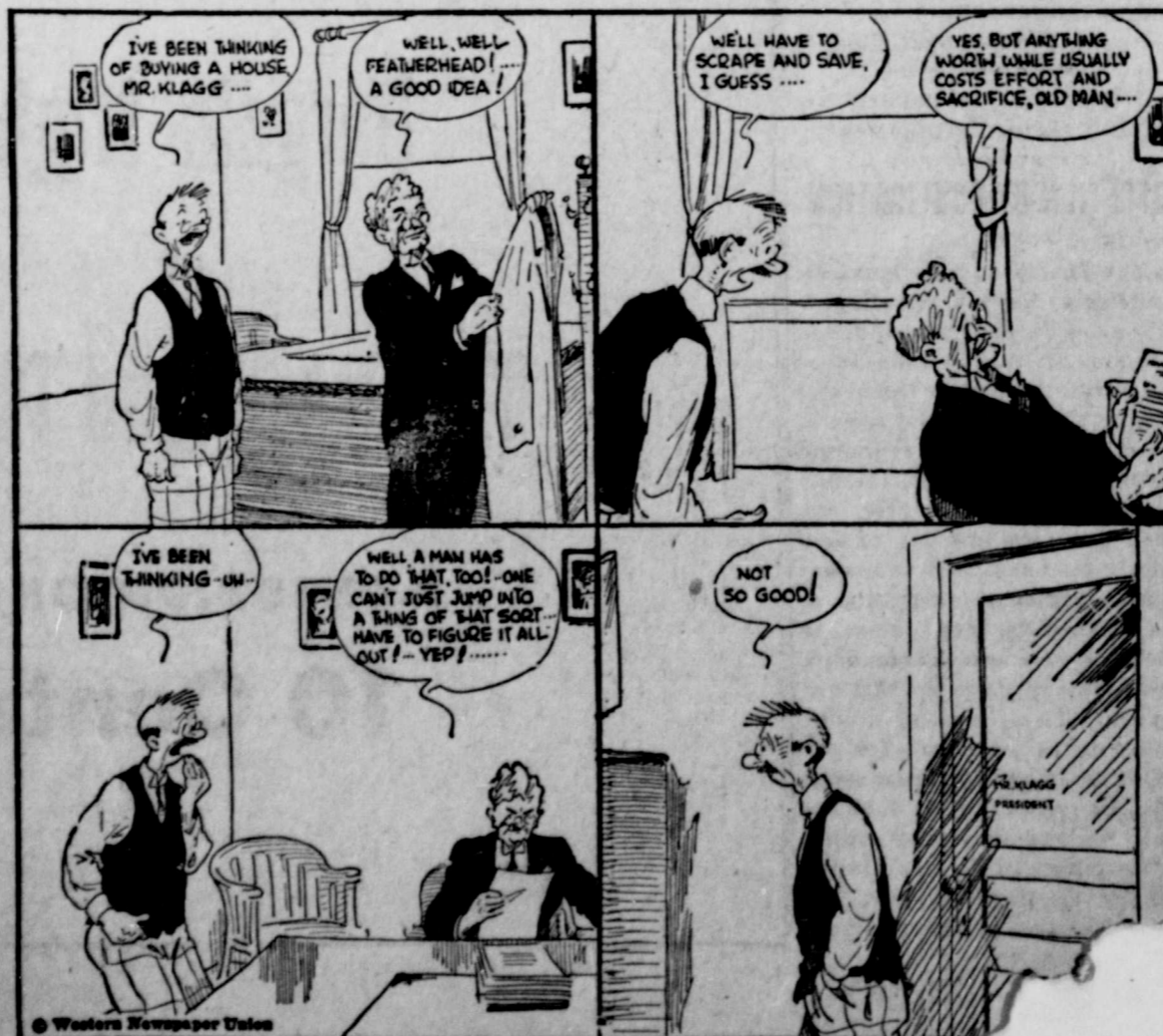
Along the Airways



FINNEY OF THE FORCE Present, but Not Accounted for



THE FEATHERHEADS A Hint for a Raise Falls Flat



Faith of Small Girl

Upset by Daisy Test

Rev. Earl Anderson, of Dallas, who was recently jailed for contempt of court—he kept on building a Fundamentalist temple in violation of a court injunction—has a happy knack of sharpening his points by means of anecdote. Mr. Anderson said in a recent V. M. C. A. address:

"The men who try to define and explain God are as foolish as little Ethel. "Little Ethel, the foolish child, hurried from the garden crying.

"Why, Ethel, what's the matter?" said her mother. "Did a wasp sting you or something?"

"No, muvver," little Ethel sobbed, "but I've just found out God doesn't love me."

"Foolish, foolish child!" said the mother. "How could you find out such a thing as that? God does love you, of course."

"No, He doesn't," little Ethel sobbed. "I tried Him wiv a daisy."—Detroit Free Press.

Boer Treasure Divided

When Struggle Ended

Kruger's millions are still the subject of much discussion. The latest story is that told by Mr. Horak, who was a commandant in the Boer forces. His story is that: "When the war was nearing its end, General Botha issued a notice ordering all British subjects who had fought for the Boers to proceed to Komatipoort and informed them that they would be given a passage to any country they wished. This was done in order that they would not be tried as traitors. Men to the number of about 2,500 gathered at Komatipoort and then Botha ordered that all bullion and gold in the possession of the state should be taken to Komatipoort and divided among the men as a reward for their services. The bars of gold were cut up and the men were given equal shares. Later the men sailed from Lourenzo Marques."

Variation Noticed in Sun's Rotation Period

The sun is as fickle in most of its characteristics as—well, supply your own simile. It has been found, however, that this inconsistency is probably a periodic function, so that the sun will vary from maximum to minimum in its behavior over a fixed period of years.

For example, Dr. Charles St. John of the Mount Wilson observatory in California, has discovered that the period of rotation of the sun has been increasing. The sun, in other words, is slowing down. In 1876 the equatorial speed of the sun's rotation was 2.28 kilometers per second. In 1915 it was 1.96, and by 1928 the sun had slowed down to 1.89 kilometers per second. It is believed, however, that this decrease will not be constant, and that beginning in 1929 the sun will gradually pick up speed again until it reaches a maximum period of rotation within the next few years.

A Modest Aim

Otto H. Kahn, the rich patron of the arts, was talking about art to a Chicago reporter. "High brow artists," he said, "are content to make a living. The low brows want to make a fortune. "A high brow wrote a play. It was put on at one of the little theaters, as high brow theaters are always called, in Greenwich Village. "On the third or fourth night the auditor turned up and said anxiously to the box office man: "Well, old horse, how's she going?" "Oh, very much better," said the box office man. "Fewer and fewer leave now before the end of the show."

Sympathy

Hugh, visiting his aunt in the country, had been observing a robin's nest in a tree near the house. He came in to his aunt much troubled. "I feel sorry for that mother robin on the nest. Her husband never stays home."



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"Into the Trade"

Many titled English women have "gone into trade." One of them is a barber, although she styles herself "coiffeur."



Texas Lady's Life Takes New Turn

"When I think of how I used to wake up morning after morning with a headache, I feel like I have just started living," says Mrs. Lawa Clooney, popular manager of the Telephone Exchange Cafeteria in San Antonio. "I did not know what it was to be without a headache, the kind which make you weak and nervous until you tremble all over, until I heard my brother's family telling about how good Nature's Remedy (NR Tablets) is. I took the first one and liked it. I have been taking them ever since. Everyone wants to know what I have taken because I am so well now."

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COUNT LUCKNER THE SEA DEVIL

By Lowell Thomas

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CHAPTER X

-13-

Racing the Enemy Around Cape Horn

Ahoy, shipmate," I said to Lendemann. "You are the fellow who likes yacht racing. By Joe, it's to be a race now—a race to see who gets to Cape Horn first."

We knew that, as soon as our former prisoners made port, the news of our presence in the South Atlantic would be flashed abroad. Then the British would send their cruisers on the double-quick down the coast of South America to keep us from doubling the Cape. To be sure, we had taken care to give ourselves a mighty good start. But in a race of wind-jammer against swift cruisers, what is a start of a thousand miles or so. With decent weather, we had hopes of making it. So far we had fair winds and had made good time. But the most difficult stretch of sea in all the world now lay before us. The storms for which the Horn is famous often delay sailing ships for weeks.

"And then," responded Lendemann, "even if we do get to the Cape before any cruisers that may be sent down from the North, they may have a cruiser or two nosing around at the Pacific end of the Straits. Unless we round the Horn before those chaps reach Rio, the jig may be up."

Just south of the Falklands, we caught a wireless from a British cruiser, a warning message to allied merchantmen.

"Steer clear of Fernando Noronha German cruiser Moewe reported there."

"Moewe" means "sea gull" in German. "Hall to you, far-distant Sea Gull, may you fare as well on your warlike flight as we hope to fare in our Sea Eagle!"

A feeling of homesickness for the old Moewe came over me, as it does over any sailor at the mention of a ship on which he has sailed. My service aboard the Moewe had been neither long nor eventful, but already she had made for herself a heroic reputation. I have always regretted that I was not with her on her raids. She made several, slipping out through the blockade, sinking quantities of allied shipping, and stealing back into German waters.

She was built just before the war, and originally designed to carry the exotic banana from south-west Africa and "German East" to Hamburg. Plans had just been made to flood Germany with them. Her sister ship in the banana trade was the Wolf, and she, too, became a famous raider.

All manner of ingenious devices were invented in fitting out the Moewe for her career as a raider. She was altered so that she could disguise herself and change disguises while steaming at full speed just like a quick-change actor. One day she would be a three or two funnel steamship, the next she would look like a slow tramp with one funnel. The line of her deck could be changed in a few minutes also. She also had fake superstructures that could be raised or lowered in a few moments by means of a fake section that slipped out from her stern. One day she would be a tramp, the next, with fake funnels, a liner. These start-line metamorphoses were a great success and enabled her to dodge many an allied cruiser.

Of course, the British soon got on to the Moewe's quick-change habits and were not to be fooled by them. On one of her adventures the Moewe was trapped off the eastern coast of South America. The British cruisers Glasgow and Amethyst were warned by wireless that the Moewe was steering south from Fernando Noronha to take coal. So they rushed out from Rio de Janeiro to trap her. Presently the Glasgow spotted the Moewe on one of her innumerable disguises, and the captain of the Glasgow could not recognize her. He was wary, however, and on to the Moewe's tricks, so he wireless her to stand by to be searched. The Moewe turned and ran south. The Glasgow could not make twenty-five knots and easily outraced her. The Moewe was well armed with guns and torpedoes and would fight, but she would be no match for an armored ship. The men aboard the Moewe seemed as good as at the bottom of the sea. The Glasgow knew that the fleeing ship must be the long-sought-for raider, and prepared to sink her.

The two ships steamed with straining boilers, and the Glasgow was fast creeping up on the Moewe. When almost within range the hunted raider ran into one of those sudden rain squalls that sweep over the ocean. Like the Biblical cloud, it hid her from the pursuing cruiser. Of course, the Glasgow followed her into the squall. But as the Moewe ran through the swirling storm, she seemed another steamer, this one coming north. The cruiser saw nothing from the squall this new ship and three masts.

and that she might pass safely and even have an opportunity to torpedo the Glasgow. The cruiser instantly opened fire and blew the poor, inoffensive cargo steamer out of the water. It was only when they examined the wreckage that they discovered that they had made a mistake and sunk a British freighter! Meanwhile the Moewe had escaped once more.

Nor was that the only ship the British sank by mistake. They shelled two harmless sailing vessels to pieces mistaking them for our Seeadler. It all came about because of one of those familiar war rumors a rumor to the effect that we were already somewhere off the Australian coast. An Australian cruiser encountered a Scandinavian three-master, and they seemed to think she was behaving queerly. Word had been passed around that the Seeadler carried torpedoes. So the cruiser thought she had better not run any chance of being blown up. She opened fire at long range. Only ten men aboard the Scandinavian ship were saved. Later on the armored cruiser Kent sank another sailing vessel under similar circumstances in the Pacific.

Sailors since Magellan, by Joe, have talked about the storms around Cape Horn. Sea stories usually have something about the tough times rounding the Cape. I had seen those storms myself when I had sailed in the fore-castle, and as a naval officer I had many a time told tales to my brother officers of gales and tempests I had witnessed in an old windjammer rounding Horn. But our trip this voyage was to be the most unusual of all. If the storms held us back in fine time, and if we made a quick passage round that boisterous tip of South America, we might slip into the wide Pacific and continue our raids.

Well, we ran into the dirtiest weather off the Horn, gales and hurricanes. Why, there were days when even with our motor running we could make no headway at all. It took us three weeks to beat our way through the gales and around the point. By that time, the cruisers lay there in wait for us, not just one or two, but a whole half dozen of them. Ordinarily, a sailing ship tries to hug Cape Horn as closely as it can, keeping quite near land. If you veer too far to the south, you run into icebergs. Navigating among icebergs with the wind whistling through your rigging is enough to give any skipper the chills. So the storms had held us up, and now our best chance probably would be to steer as wide a course to the south as possible, whether safe or not. The mountains of ice were there, and a hurricane was blowing. But we considered the ice the lesser of two evils. The British watch to the Far South was bound to be less vigilant than up nearer the Cape. We must try to sail around them. So, ho for the Antarctic!

On our way through the blockade, we had steered into the Arctic. Now here we were heading into the Antarctic. To make it pleasant, by Joe, the weather, which had been quite decent to us on the way South, changed in order to give us a regular Cape Horn welcome. It turned into a veritable hurricane. Nevertheless, we were determined to carry as much sail as possible. Risky, but we had to take chances in the hope of getting through. As the tempest increased, not even the Seeadler dared carry more than a rag or two of lower sail. With this we tried to hold our way through the mist we saw a great wall. It came moving toward us. A vast wall of white, an iceberg. The wind was driving this white specter through the water, and we had to veer off in order to avoid collision.

To the north were the cruisers, and here, but a few hundred yards away, an equally relentless enemy bearing down upon us, as though determined to turn us into the arms of our pursuers. A shout to the helmsman. Determined as we were to go no farther north, we knew we could do no more than hug the Antarctic ice field. The mountain of ice nearest us seemed coming closer and closer—blue times as much ice below the water as above. As every schoolboy knows, if a berg looms up two hundred feet above the waves, its base extends eighteen hundred feet below the surface! How far its sharp hard edges and spurs may extend on either side you never can tell unless one of them rips open your hull. The best way to avoid running into a spur is to turn

and run the other way. An iceberg carries either lights, lighthouses, buoys, or sirens. She is a cold, calculating, merciless Circe, and the wise mariner gives her a wide berth. Some of us thought the berg was six thousand feet long while others thought it much more than that. We were so near it that we could hear the clattering and squawking of the thousands of sea gulls that swarmed around the ice mountain. In the wild, heaving sea, the berg rolled like some mammoth ship. There were cracking sounds as the heaving ice strained and split. Once, under the stress of the movement, one whole vast corner broke off with a tremendous rending and tearing. The block, as big as a skyscraper, crashed into the sea, and before it could start off on a cruise of its own dashed it into the berg with a noise like thunder, and this continued time and again as the parent berg drove its husky offspring before it.

Suddenly, there came an ominous scraping sound. The Seeadler quivered, and our blood fairly froze. We had grazed a submerged snout of ice. In such a sea, there would have been no chance to launch lifeboats. Although we had not stayed in our hull, nevertheless, the ship had sprung a leak. No matter who was captain. Everybody to the pumps. I took my place with the sailors in the hold, and we all fought to keep the water in check. The brush with the ice was a warning. We veered a bit more to the north, and with pumps working madly, passed the berg. The wind wrenched us, the waves struck us hard, but we kept on, beating our way to the Pacific and pumping.

"Cruiser ahoy!" I saw through the storm a twenty-three-hundred-ton auxiliary cruiser. I believe it was the Otranto, a converted passenger liner, fast and well armed, capable of blowing us out of the water before our little gun could throw a shell halfway to her.

"Hard aport," I shouted. The ship shook as the helm was forced over, and the wind nearly turned us bottom side up. Storm or no storm, we were all dead men if that cruiser ever caught us.

"Set all sails." We must risk it and run with all our canvas before the hurricane, and perhaps, somehow, we knew not how, in the shelter of the storm, we might be lucky enough to evade the cruiser.

Only men who have been to sea in windjammers can imagine what it is to set sail in a hurricane. The canvas whipped as though a devil had taken hold of it. The masts bent under the force of the wind as it blasted against the sails. The ship and its rigging creaked and groaned as though crying out against the sudden strain.

So, with the combined force of the gale and our one-thousand-horse power motor, we scudded southward. Suddenly, a flooding rain broke over us, a providential squall if there ever was one. It was like a gift of heaven. It blotted us out from the cruiser.

"It is the hand of God," I shouted. "Our hour hasn't struck yet."

Under cover of the squall, we got away from there as fast as we could go, and after a few hours we felt certain we had given our pursuer the slip. In reality, we had not been pursued at all. The cruiser hadn't even seen us, and our lookout had been sharper than hers. We learned this from later reports. The ironical thing now would have been for us to have impaled the Seeadler on an iceberg in that mad sprint southward. But luck with us again. The storm blew itself out.

Still, we were not out of the danger zone. Days went by before we were safely out of that boisterous region and spreading our wings on the broad expanse of the Pacific. Cruisers were still watching for us, and we had to keep a constant lookout. Our problem now was how to put them off the scent.

The Seeadler carried twenty lifeboats and a corresponding equipment of life preservers. These were much more than enough for our crew. We had taken ten of them off captured ships to accommodate our prisoners in case of necessity. Now we threw all these extra lifeboats overboard, taking care that on each boat and each life preserver was painted Seeadler. Our hope was that some of them would be picked up, and that the report would then be sent out that we had gone down off the Horn. That was exactly what happened. Two days later we picked up a wireless. It carried the news that a coastguard cutter had found one of our little boats. Later, two more were picked up. Then three. All along the coast of South America we were now giving up for lost! The cruisers abandoned the chase and steamed north.

(TO BE CONTINUED.)

Wave Speed Difference Gives Strange Effects

Sound travels through the air at the rate of one mile in five seconds. Ether waves have a velocity a million times greater. This difference causes some strange effects.

Big Ben, London's famous clock, can be heard to strike four miles from Westminster. Owing to the difference between the speed of radio and air waves, in many parts of London it may be heard to strike 22 miles.

Wealth Cannot Buy The things in life too dear for any man to buy—the love and confidence of his fellow-men—will go, without the aid of money, perhaps poor and unattractive, but the purpose, fighting for the sake of a better world, is the possession of a life that is truly useful.

ARTIE

His Adventures in Love, Life and the Pursuit of Happiness
By GEORGE ADE

Artie Goes to the Mat With Claudie

"WHERE'S he at?" asked the overgrown messenger boy, who had clumped slowly along the hallway and who now entered the room, leaving the door open behind him.

"Ain't he rare?" asked Artie, turning to Miller, who was gazing at the messenger with a look of pained surprise in his eyes.

"Where's he at?" repeated the messenger boy. He seemed rather large and old to be in the uniform, for there was a scraggle of soft beard on his chin. His face and hands appeared to have been treated with fine coal-dust.

When he asked "Where's he at?" he pronounced it "where'ee," and in all his subsequent talk he gave the "s" a soft and hissing sound well prolonged, to the evident enjoyment of Artie and the mild wonderment of Miller.

"Where's who at?" demanded Artie, adopting a frown and a harsh manner.

"W'y t'e four-eyed nob's dat sent me out on t'e 'Sout' side."

"Are you the same little boy? Wouldn't that frost you, though, Miller? This is little Bright-Eyes that took the note for Hall."

"Aw, what's eatin' you?" asked the boy, giving a war-like curl to the corner of his mouth.

"Oh, ow! Listen to him growl. I'll bet you're the toughest boy that ever happened. What you been doin' all day—talkin' to fire-plugs or standin' in front o' one o' them window demonstrators?"

"Aw, say; you t'ink you're fly. Dat young feller sent me all t'e way to forty-three ninety-free Callamet av' noo. I couldn't get back no sooner."

"Who was it the note was to?"

"His cutie, I guess."

"Oh-h-h! His cutie! What do you think o' that, Miller? Ain't this

boy a bird! Can you beat him? Can you tie him? Boy, you're all right!"

"So are you—dat is, from y'r head up."

"An' the feet down, huh? If I was as tough as you are I'd be afraid o' myself, on the level. You come from where the canaries sing bass an' the boys shave themselves with files."

"You t'ink you're havin' sport wit me, don't you? I seen a lot o' dem funny boxes before dis."

"W'y 'Claudie, I wouldn't try to josh you. I t'ink you're a nice clean boy. Ain't you goin' to take off your gloves?"

Miller leaned back in his chair and howled with laughter.

"I beg y'r pardon, 'Claudie," continued Artie. "I thought them was gloves you had on. Gee, is them your mits? You're a brunette, ain't you?"

The messenger boy had been somewhat taken back by the allusion to his "gloves" but he recovered and said, still gazing at Artie: "S-s-say, you're havin' all kinds o' fun wit me, ain't you? Well, what you—any thing that you say cuts no ice wit me."

"You'd better smoke up or you'll go out," suggested Artie. "You was a little slow on the come-back that last time. Get on to him, Miller; he's lookin' a hole in me."

"He has a bad eye," said Miller. "Yes, and as the guy says on the stage, 'I don't like his other one very well, neither.' I'll bet he'd be a nifty boy in a fight. I'd hate to run against him late at night. Them messenger boys is bad people. Guess what they train on."

"I don't know," said Miller. "Coconut pie. That ain't no fairy tale, neither. Coconut pie and milk that's what they live on. I'll bet Claudie here with the face has got about three coconut pies wadded in to his right now. How about it, 'Claudie?"

"Say," began the messenger boy nodding his head slowly to emphasize his remarks. "I'd give a thousand dollars if I had your gall."

"That'll be all right. Keep the change. By the way old chap are you lookin' for any one?"

This was another surprise to the boy.

"Yes-s-s, I'm lookin' for some one," he replied.

"Who it is is it?"

"W'y, t'e fellow dat wears de windows in his face. I got a note here for him," and he pulled it out of his pocket.

"Looks like you've been chewin' it. That's his desk over there. He got dead tired o' waitin' for you and went out to tell the police you was lost. I t'ink they're draggin' the lake for you now."

"Some day you'll get too gay an' a guy'll give you a funny poke," remarked the messenger boy, as he slowly settled into young Mr. Hall's chair and again directed what was supposed to be a terrorizing stare at Artie.

"What did I tell you, Miller? Claudie's a scrapper. He'd just as soon give a guy a 'tump in de toot' as look at him."

The boy gave a sniff of contempt and began an examination of the papers on Mr. Hall's desk, picking up some of the letters and studying them. His lips going through the motions of reading. Artie sat, with face illumined, and watched the boy. He was evidently fascinated by the display of supreme impudence.

"Ain't there nothin' we can do for you?" he asked. "Miller's got some private letters you can read when you get through over there."

"Aw, go chase yourself," replied the boy.

"Well, 'Claudie, I've seen a good many o' you boys, but you're the best ever," remarked Artie. "If Hall's tryin' to win out any South side lady friend I don't see as he could do better than send you out with the note. I t'ink you'll be liked wherever you go. Gee! you've got that ice-house stare o' yours down pat. If you keep on springin' that you'll scare somebody one o' these days."

"Aw, let go," said the boy in evident disgust. "When do I get to see t'e fellow dat sets here? Won't one o' yonse pay me?"

"Miller, pay the boy and let him go. He ain't had any cocoon pie for nearly an hour now, have you, Willie—er—'Claudie, I mean. What is your name, 'Claudie?"

"What's it to you?"

"Nothin' much, only I wanted to know. You've kind o' won me out here! Don't move. I'll bring the



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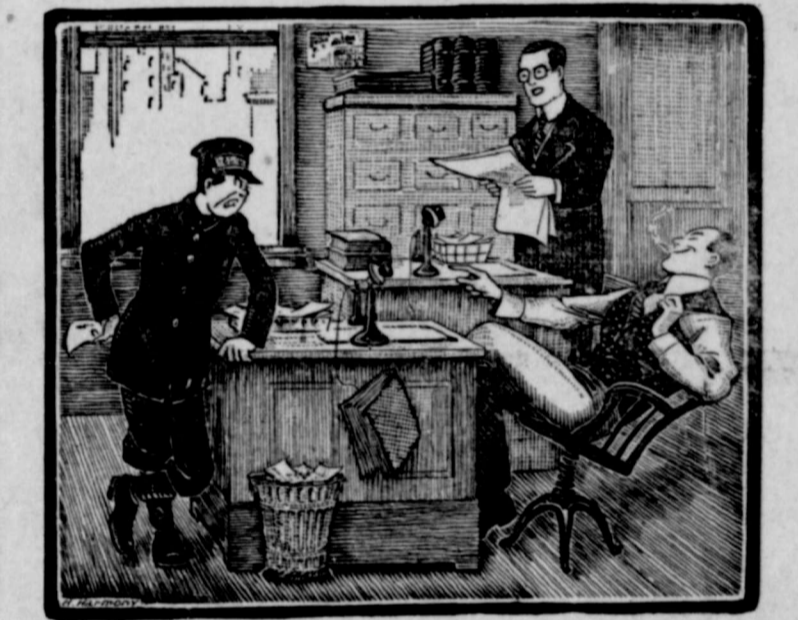
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Hasty Reply

Mr. H., a genial host, was entertaining his old friend with a few camera pictures, reminiscent of their happy school days. "Do you know I won't have my picture made any more," said the guest. "I don't blame you," was the irremediable reply.



"If I Was as Tough as You Are I'd Be Afraid o' Myself."

waste-basket over to you, mister." At that moment young Mr. Hall came in and said: "Ah, boy, have you that note for me?"

"S-s-sure. Where you been at? You're helva duck to keep a kid waitin' here. You've got 'o pay me ten cents more."

"Don't be saucy," said young Mr. Hall, severely. "Ah, mosh!"

"You ain't mad, are you, 'Claudie?" asked Artie, as the boy laboriously moved toward the door, making noises with his feet.

"Oh-h-h, but you t'ink you're a kidder," replied the boy, with a sour smile. "Look out! You'll step on one o' your feet there in a minute."

Then they heard him go clump-clump-clump out through the hall and away.

"'Confound such a boy!" exclaimed young Mr. Hall.

"Oh, he's all right," said Artie. "Only you ain't used to his ways."

"He's tough enough," suggested Miller.

"Yes," said Artie, "I wouldn't be as tough as he thinks he is—not for a million dollars."

(© by George Ade.)

Popularity Makes No Appeal to the Great

Emerson says in one of his essays, that "to be great is to be misunderstood." He who stands above the crowd, says the London Chronicle, knows too well the value of popularity, and in dignified silence he follows his own rugged and thorny, but clean, path. He is not self-righteous, for he acknowledges, even proclaims, the errors he has made—yet he does not stoop to beg for forgiveness. He knows that the multitude may be incapable, through no fault of its own, of understanding his thoughts and ideas, and though he may be aware of his own clear-sightedness, he would not for words attempt to let others see it, being content to believe that if you "absolve you to yourself, you shall have the suffrage of the world."

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PUBLISHED EVERY FRIDAY
ED C. BOLIVEN
Publisher

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All obituaries, resolutions of respect, cards of thanks, advertising of church or society meetings, when admission is charged, will be treated as advertising and charged for accordingly.

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Worth Many a Dollar To Feel Like I Do, He Says

After Three Years Suffering
Amarillo Railroad Man
Finds Relief at Last by
Taking Orgatone—Gains
Daily.

"It's worth thousands of dollars to feel like I do now, since Orgatone has taken away the trouble that has kept me in misery for the last three years," said Robert Kemp, a well known copersmith for the Santa Fe railroad and residing at 1305 Lincoln street, Amarillo, Texas.

"Whenever a man suffers as long as I did he gets to the place where he feels like nothing will do him any good, and that's just the way I'd begun to feel. Long ago my stomach went back on me, food would sour causing gas and I would have dull headaches, become bilious and I would have no appetite and never felt good, always tired and sluggish and was so wretched at night that I could hardly sleep.

"I'd been well enough satisfied just to have my sufferings re-

lieved, but that's not all Orgatone has done for me—I tell you I feel like a new fellow. I don't know what they have in that medicine but it sure has put vim and pep into me. I hardly know how to express to you just how much better I feel, only I feel just like I could pick up one of those big Malle engines at the shops and set it right off the tracks. I tell you I feel fine, and believe me I going to continue using Orgatone for a while, anyway. It's the most wonderful medicine I have ever used.

Genuine Orgatone may be obtained in Hedley by the Wilson Drug Co.

T. J. Davis, old time Hedleyan now living at Corpus Christi, is visiting with friends in Hedley this week.

Just received some new Silk Dresses at a low price
Adams Dry Goods & Notions.

J. D. Masten and V. McMurry and son, Wilborn, made a trip to Knox county the early part of last week. They report a good season down there and crops looking fine.

Subscribe for The Informer

MEETING CALLED OFF

The meeting by Eder J. W. Denton that has been advertised to start at McKnight next Saturday, has been called off on account of the sickness of Brother Denton.

**To the Depositors, Creditors and
Stockholders of the First State
Bank of Hedley, Texas**

You are hereby notified that at a meeting of the stockholders of The First State Bank of Hedley, Texas, a resolution was unanimously passed by the stockholders of said Bank to close the business of the First State Bank of Hedley, Texas.

And in accordance with said resolution, the said First State Bank of Hedley, Texas will cease to do business with the close of the business day of June 22, 1929.

J. C. Doneghy, Pres't
T. R. Moreman,
W. B. Quigley,
J. W. Noel,
J. G. McDougal,
Directors of the First State
Bank of Hedley, Texas.

All kinds of Chicken Feed at
Crosier Feed Store.

HEDLEY CASH GROCERY

Corner Main Street and Highway

Grocery and Market

**Fresh and Cured Meats
Quality Foods**

**THE BEST IS JUST RIGHT FOR
OUR CUSTOMERS**

GEO. L. ARMSTRONG, Prop.

**Service, Quality, Right
Prices and Appreciation**

**DIABOLO COAL—Best forty
years ago—Best today. You
will find it at**

**Cicero Smith Lumber
Hedley Company Texas**

A NEW SYMBOL OF A GREATER SERVICE

CONOCO

Two old established oil
companies join forces better to
serve their millions of customers

A STATEMENT

The consolidation of the Mariand Companies and the Continental Oil Company has combined the producing, refining and marketing facilities of these widely known manufacturers and distributors of petroleum products.

The high standards of manufacture which have established and maintained the reputation of the high quality products heretofore sold under the Conoco and Red Triangle brands will be strictly maintained.

The same chemists and engineers, the same refineries and, above all, the same policies, will support the new trade mark "A new symbol of a greater service."

C. J. Moran
CHAIRMAN OF THE BOARD

J. W. Moran
PRESIDENT

THE GREATER CONTINENTAL OIL COMPANY

PRODUCERS AND REFINERS OF CONOCO PETROLEUM PRODUCTS



1—Senate finance committee laboring over the tariff bill while the rest of congress is on vacation. 2—General Gouraud of France, guest of the Rainbow division, laying wreath on Tomb of the Unknown Soldier in Arlington National cemetery. 3—David Hunter Miller of New York, appointed editor of treaties by Secretary of State Stimson.

NEWS REVIEW OF CURRENT EVENTS

China and Soviet Russia Near War—Wickersham Stirs Wets and Dries.

By EDWARD W. PICKARD

CHINA and Russia came to the verge of war, and whether they would push each other into the Gulf was an open question. Surface indications pointed to an armed conflict in the immediate future, but optimistic individuals, like former Secretary of State Kellogg, believed a peaceful solution of the trouble would be reached, inasmuch as both nations signed the Kellogg pact outlawing war.

Russia, enraged by the seizure of the Chinese Eastern railway in Manchuria and the expulsion of numbers of Russians, sent an ultimatum to China demanding that within three days the Nanking government arrange for an amicable settlement of the crisis, immediately release the citizens of the Soviet republics and cancel all "illegal orders." Unless this was done, Moscow threatened, the Soviet union would resort to other means to defend its rights. In response China said an envoy was being sent to Moscow to discuss matters, and also demanded that the Soviet release all Chinese imprisoned in Russia and adequately protect Chinese nationals in Russia from aggression and repression.

The Soviet government, declaring the Nanking note was unsatisfactory in content and hypocritical in tone, announced that all its diplomatic and consular officials and commercial representatives would be recalled from China at once, all means of reaching an amicable settlement having been exhausted. It placed the entire responsibility for all consequences on the Chinese government.

During this exchange of notes, and indeed before it began, both nations were concentrating large bodies of troops along the Manchurian-Siberian border, canceling the leaves of their army officers and otherwise preparing for armed conflict. With these Chinese on border duty, were the former Russian Imperialist White Guard forces. Dispatches from Nanking quoted a member of the central executive committee of the Nationalist party as saying that the Chinese government would resist to the very end any Russian threats growing out of the taking over of the railway in Manchuria. And President Chiang Kai-shek was reported to have told a gathering of party leaders that the seizure of the railway was only the first stage of the Nationalist policy toward Russia. He was quoted as adding: "After this first stage we will go further. The Imperialist powers are greatly excited over our coup against the Russians and fear that their interests may be involved. But so long as we Chinese are united, we need not fear oppression from the outside."

Aside from the quarrel over control of the railway in Manchuria, the row between these two huge nations is directly traceable to the everlasting urge of the Russians to spread their Red Communist doctrines in other lands by means of insidious propaganda. They seem convinced that they are right and determined that all the world shall be turned to Sovietism. Only last week 20 of their agents were sentenced to prison in Turkey for disseminating Communist propaganda and attempting to undermine the existing government.

ME idea of the prevailing confusion of mind among American citizens concerning prohibition enforcement may be gained from the response suggestion which George W. Wickersham, chairman of the Hoover enforcement commission, made to the governors in session in effect the Wickersham letter.

and dries both praised and denounced the suggestion. In the governor's meeting the notably dry executives sought to have it indorsed as a move toward greater co-operation of the states with the federal government in fighting the demon rum; and the dries, led by Governor Ritchie of Maryland, rallied to prevent such indorsement. Senator Caraway of Arkansas said in Washington that Mr. Wickersham's letter was the "worst blow" ever leveled at prohibition, branding the Volstead act as unenforceable and lending encouragement to the criminal world, and he insisted that Mr. Wickersham should resign from the chairmanship of the commission. Wet leaders generally agreed with Caraway that the letter was an admission that the dry law could not be enforced, and consequently chuckled contentedly. But representatives of the W. C. T. U. and other dry organizations took the view that it was really a call to duty on the part of such states as have been remiss in aiding in the enforcement of the Eighteenth amendment.

Among the week's developments was a statement from Prohibition Commissioner Doran that he would issue to all prohibition administrators a drastic order barring the employment of armed volunteers in liquor raids conducted by federal agents. This is a result of the killing of two Oklahoma farmers allegedly by a volunteer aid of a dry agent.

WHAT promised to be an exciting airplane race across the Atlantic, from Paris to New York, ended in tragic death and failure. The Polish plane Marshal Pilsudski managed to reach the Azores and, making a forced landing on the small island of Graciosa, overturned, rolled down an embankment and exploded. Maj. Ludwik Idzikowski was burned to death and his co-pilot, Maj. Casimir Kubala, was badly injured. Kubala said their motor failed them. The French plane Question Mark, piloted by Dieudonne Coste and Jacques Bellonte, slowed up by dense clouds and strong head winds that forced the consumption of too much gas, flew almost to the Azores and then turned back, reaching Paris in safety.

Williams and Yancey flew to Paris from Rome last week, saw the sights of the gay capital and then crated their plane and started for home by steamship. 'Untin' Bowler, the Chicago Tribune's amphibian plane that was trapped by weather conditions on Hudson strait on its way to Greenland, Iceland and Berlin, came to grief when ice floes broke up, carrying the plane out to sea where it sank. The crew was safe ashore.

WITH all but one member appointed, the federal farm board was started on its way toward agricultural relief with an address by President Hoover at its initial meeting. In his charge to the board the President said its chief task was the creation of farmer-owned and farmer-controlled marketing agencies. He continued: "I am deeply impressed with the responsibilities which lie before you. Your fundamental purpose must be to determine the facts and to find solutions to a multitude of agricultural problems, among them to more nearly adjust production to need; to create permanent business institutions for marketing, which, owned and controlled by the farmers, shall be so wisely devised and soundly founded, and well managed that they, by effecting economies and giving such stability, will grow in strength over the years to come. Through these efforts we may establish for the farmer an equal opportunity in our economic system with other industry."

After this first meeting Chairman Legge expressed the belief that, while the board was created to deal with the whole agricultural situation, it was probable the wheat surplus, generally considered the most urgent phase of the question, would receive the board's immediate attention.

Next day following an executive session Mr. Legge announced that the board would do everything possible to "with" exist

feels that increased profits will accrue to the producer without placing too great a burden on the consumer.

Later Mr. Legge gave out the statement that the board would not attempt to displace private banking institutions and the federal intermediate credit banks in financing co-operatives engaged in marketing farm commodities. The board expects the co-operatives to exhaust the lines of credit which may be obtained at reasonable rates from other institutions before calling on the board for assistance. For the present no loans will be made out of the board's funds, though a great many applications already have been received.

The ninth member of the board, not yet named, is to represent especially the wheat growers.

Incidentally, reports of severe crop losses in the American and Canadian Northwest sent wheat prices on the boards of trade up in great leaps and bounds, and other grains advanced sharply in sympathy.

TWENTY-THREE banks in the part of Florida around Tampa closed in two weeks, fifteen of them on one day last week. The Atlanta Federal Reserve bank sent \$5,000,000 to Tampa with the promise of one of its officials of "all the money needed to meet the situation," and this helped the Florida bankers and business men to restore public confidence. The state controller said the failures were caused primarily by "unnecessary withdrawals, propaganda and a financial depression through the state, which has been accentuated by the effect of the Mediterranean fruit fly and quarantine."

LOUIS B. SELTZER, editor of the Cleveland Press, and Carlton K. Matson, the paper's chief editorial writer, were sentenced to serve 30 days and pay fines of \$500 each for contempt of court in printing an editorial denunciation of Common Pleas Judge F. P. Walther, of Cleveland. The judge himself brought the charges, heard the case and pronounced sentence. Newton D. Baker, former secretary of war, defended the newspaper men and filed an appeal and they were released on bail after an hour in jail. The case will be watched with great interest by all members of the journalistic fraternity, for it involves the freedom of the press and the privilege of criticizing public officials, according to Mr. Baker.

OLD times on the river were revived, to the delight of thousands of spectators, when the veteran paddle wheelers, Betsy Ann and Tom Greene, raced 20 miles up the Ohio from Cincinnati to New Richmond for the championship won many years ago by the Betsy Ann. The steamers ran neck and neck for most of the distance, but young Tom Greene finally pushed his boat ahead and won the exciting race by a scant five feet.

DURING a terrific storm on the coast of Chile the Chilean army transport Abtao was sunk off the port of Valparaiso and all but two of the crew of 43 were drowned.

A Rock Island passenger train west-bound from Chicago, plunged through a weakened bridge over Landsman creek near Stratton, Colo., and one of the pullmans was submerged. The loss of life was reported to be nine.

Floods in the Trebizond district on the Black sea have taken a toll of perhaps a thousand lives. Many villages were engulfed and 50 square miles of crops destroyed.

KING GEORGE of England underwent another operation, and for a few days his subjects were very anxious. But he came out of it well and was reported to be recovering rapidly. The surgeons found it necessary to remove parts of two ribs to facilitate drainage of the abscess on his majesty's lung.

VETERANS of the Rainbow division, A. E. F., held their annual meeting in Baltimore and their parade was reviewed by President Hoover, General Gouraud, war-time commander of the fourth French army with which he fought in France, French minister of war and other notable figures. The association is an honorary association for the re-

Busy day ahead? Begin it right with Post Toasties. There's an ample store of brisk new energy in each crisp, appetizing mouthful. Easily digested energy that turns quickly into zest for the day's work. And it's so good to eat! Pour the crumbly, golden-brown flakes out of the handy package into the saucer. Then add cream and sugar if you like. We've found that rich, natural corn flavor and the toasted crispness make a perfect combination. Everyone likes it!

Ask your grocer for the genuine Post Toasties in the red and yellow package.

POSTUM COMPANY, INC., BATTLE CREEK, MICH.

© 1929, P. Co., Inc.



No Place Like Home
She— leader why they put cornmeal on the dance floor.
He—Oh, that's to make the chickens feel at home.

A great many political guns are nothing but air guns.
Every owner of an orchard or melon patch seems to hate boys.

When Satan employs idle hands the work is always well done.
Employers don't pay enough; employees don't work enough.

New Issue

\$4,250,000

Western Newspaper Union

(A Delaware Corporation)

Fifteen-Year 6% Convertible Gold Debentures

Dated August 1, 1929

Due August 1, 1944

Interest payable February 1 and August 1 without deduction for normal Federal income tax not exceeding 2%. The Company will agree to refund to holders, upon proper application, any State income tax not exceeding 5% per annum, and in Massachusetts not exceeding 6% per annum, and personal property and security taxes in certain States as provided in the Trust Indenture. Redeemable at any time as a whole or in part on 60 days' published notice at 105 and accrued interest. Coupon Debentures in interchangeable denominations of \$1,000 and \$500 registerable as to principal only. Central Hanover Bank and Trust Company, Trustee.

Debentures will be convertible, at the option of the holder, at any time prior to maturity, or up to five days prior to earlier redemption, into Common Stock at the rate of 40 shares for each \$1,000 principal amount.

H. H. Fish, Esq., President of the Company, summarizes from his letter to us as follows:

BUSINESS

Western Newspaper Union, successor to a company of the same name and a business founded in 1865, serves more than 10,000 daily and weekly country newspapers, maintaining fully equipped plants in 36 key cities of the United States from California to Massachusetts. The Company supplies these newspapers with ready printed inside pages or with columns of prepared plate, containing various feature stories, serials and special articles selected by the newspaper publishers; places national advertising in their papers and prepares cuts and copy for local advertising campaigns.

The Company also does a large volume of commercial printing, prints in their entirety various magazines and trade journals and is responsible for the mechanical production of many of the feature services of The Associated Press.

FINANCIAL

During the past 20 years net profits of Western Newspaper Union, after all charges including depreciation, but before Federal taxes, averaged more than \$680,000 annually, and in no single year were such net profits less than \$450,000.

Net profits after depreciation, but before Federal taxes, for the past 4 years, as certified by Messrs. Arthur Andersen & Co., after eliminating operations of the paper mill, which is being sold coincident with this financing and after other adjustments arising from the reorganization as stated in their certificate, were as follows:

1925	\$741,336
1926	955,383
1927	571,249
1928	765,825

Such net profits as above have averaged about \$758,448 annually, and for the year ended December 31, 1928, amounted to \$765,825, equivalent to more than 3 times the annual Debenture interest requirement.

After deducting from such net profits in 1928 Debenture interest requirements, Federal Taxes (parent company) at 12% and Preferred Stock dividends, the balance amounted to over \$352,000, or about \$2.35 per share on the 150,000 shares of Common Stock to be presently outstanding.

The net assets of the Company, available for these Debentures, based on the balance sheet, as at April 30, 1929, adjusted to give effect to the present financing, including the sale of the paper mill, were in excess of \$8,500,000.

MANAGEMENT

Since the death in 1916 of the former owner, George A. Joslyn, his widow and other heirs have owned the majority of the Common Stock of Western Newspaper Union, control of which is now being acquired by the executives who have been responsible for its successful operation during the past 13 years.

All legal details will be passed upon by Messrs. Tenney, Harding, Sherman & Rogers of Chicago and by Messrs. White & Case of New York.

F. A. Willard & Co. Philadelphia Chicago
Ames, Emerich & Co., Inc. New York

We have accepted as accurate the information and statements contained in the above mentioned letter and summary, but no errors, omissions or misstatements in said letter or summary shall give rise to any right or claim against us.

July, 1929.

"The Nyal Store"

OUR AIM IS TO BE OF SERVICE
TO OUR TOWN AND COMMUNITY

as a real helper in supplying your
drug store wants. Don't stop till you
get to our store. It's a good place to
spend your leisure hours.

—EVERYTHING IN DRUGS—

Wilson Drug Co.

"IT'S MADE ITS WAY BY THE WAY IT'S MADE"

All kinds of Chicken Feed at
Crozier Feed Store.

Mrs. Roy Baccus of Merkel,
Texas, and her little son James
Roy, are visiting her brother,
Rev. E. D. Landreth, and his
family this week.

Short time bargain rate on Star
Telegram—See the Informer.

Subscribe for The Informer

IN MEMORIAM

J. H. Farley was born in Ken-
tucky June 18, 1875; died at his
home in Hedley July 31, 1929. At
the age of six months his parents
brought him to Texas, and this
state has been his home nearly
54 years.

Mr. Farley came to the Pan-
handle four years ago, locating at
Estelline, where he lived until
February, 1928, when he and his
family moved to Hedley. He had
been with us only a short time,
but had endeared himself to the
people of Hedley because of his
straightforward business meth-
ods and his pleasant, courteous
manner.

Funeral services were con-
ducted by Rev. Mann of Estelline
at the First Christian Church
Saturday afternoon. Interment
was made in Rowe Cemetery.
Among the relatives from out of
town who attended were: Mr. and
Mrs. M. S. Bruner and son, of
Kemp; Jess Farley and family of
Ballinger; Mrs. Nannie Mitchell
of Graham; and John Farley and
family of McKinney.

Surviving him are his wife and
five daughters, Mrs. E. P. Willett
of Dallas; Mrs. H. S. Brooks,
Mrs. Jewel Allmon, and Misses
Ray and Fay Farley of Hedley.
A host of friends here and else-
where will join the Interment in
expressions of sincere sympathy
to them.

CERTIFICATE MEN MEET IN HEDLEY LAST FRIDAY

The Panhandle Certificate Mens
Association met in the Masonic
Hall in this city last Friday, and
enjoyed a good attendance thru-
out the day. Among those pres-
ent were—

Visitors: T. D. Gee, Dr. A. M.
Shelton, Estelline; D. H. Arnold,
H. B. Bryan Jr., A. G. Powell, E.
H. Watt, Memphis; E. C. Sanders,
Turkey; Cliff Hinson, Lamesa;
P. E. Starr, Quail; W. E. Reeves,
Jr., Price, Utah; Moses Nasson,
Throckmorton; J. M. Strong, C.
E. Watson, I. M. Fulcher, R. L.
Young, M. C. Somerville, Well-
ington; Elmer Palmer, H. Mulkey,
J. M. Pharr, Henry Youngblood,
Clarendon; P. B. Farley, John
Fraser, Groom; R. O. James, A.
Monroe, Shamrock; J. K. Hunt,
Ranger; Jas. Heasley, J. O. Rice,
McLean.

Members: J. C. Cason, W. C.
Bridges, P. C. Johnson, C. E.
Johnson, U. G. Key, J. R. Avers,
J. D. Shaw, W. T. Youree, J. L.
Holland, L. E. Thompson, F. E.
Sanister.

We have a few more new Silk
Dresses Special Saturday \$8.50.
Adams Dry Goods & Notions.

O. A. Heath and family were
here the past week from Level-
land, visiting home folks. Oscar
reports everything all right in
his section.

Ernest Johnson made a busi-
ness trip to Amarillo the past
week.

Rev. and Mrs. John Crow and
son, Will Allen, of White Deer,
visited relatives and friends in
Hedley the past week.

O. C. Bill of Clarendon visited
relatives and friends here a day
or two this week.

Walter DeBord has returned
from Sayre, Okla., where he went
after his mother, Mrs. S. M.
DeBord, who has been visiting
her son, M. C. DeBord, at Sayre,
and a daughter at Sulphur.

MILK COW FOR SALE Full
blood Jersey See
Frank Simmons

Miss Johnnie Lee Landreth re-
turned Monday from visiting
relatives at Merkel. Mrs. Lan-
dreth and her two little sons re-
turned from visiting her mother
and father at Dumont.

Rev. A. J. Jones and Willie
Williams of Shamrock were in
Hedley a few hours Tuesday.

Purina Chows for poultry, hogs
horses and cows, at
Crozier Feed Store.

Miss Ruth Grimsley came in
from Turkey and spent the past
week end with home folks.

PEACHES

Good freestone Peaches at \$1
per bushel.
Frank Simmons.

BIDS WANTED FOR SCHOOL DEPOSITORY

We will accept sealed bids
from parties wishing to act as
Depository of Hedley Indepen-
dent District School Funds for
the coming two years—from
Sept. 1, 1929 to August 31, 1931.
Bids must be in not later than
August 20, 1929.

W. I. Rains, President.
J. B. Masterson, Secretary.

A good value in Turkish Bath
Towels Saturday and Monday,
24c.
Adams Dry Goods & Notions

Subscribe for The Informer

PASTIME THEATRE

Coollest Place in Town
Clarendon, Texas

Friday, August 9
LILY DAMITA and
ERNEST TORREN in

The Bridge of San Luis Rey

—Romantic novel that swept the
world. The thrill of a lifetime.
Also Good Comedy 10c 30c.

Saturday, 10th

BUSTER KEETON and DOROTHY SEBASTIAN in Spite Marriage

One of Buster's best and funni-
est. Come, see it, by all means.
Also Good Comedy 10c 30c.

Monday, Tuesday, 12th 13th

ANNE NICHOLS, BUDDY ROGERS, NANCY GARROL in Abie's Irish Rose

A beautiful story of conquering
love. Biggest Hit of the season.
Also Oddities and Paramount
News 10c 40c.

Wednesday, Thursday, 14th, 15th

SYLVIA FIELD and ROBERT AMES in The Voice of the City

A big jail break, man hunt, love,
and innocence. It's so different.
Also Cartoon Comedy and Para-
mount News 10c 30c.

QUEEN THEATRE

Saturday, August 10

SHIRLEY MASON JOHNNY WALKER and other Stars, in Vultures of the Sea

One of the biggest Serial Stories
ever attempted. Full of thrills
and surprises. Also a real good
Western 10c 25c.

We have some other good val-
ues in our line of merchandise.
Come in and see them.
Adams Dry Goods & Notions.

SORE GUMS--PYORRHEA

Foul breath, loose teeth or sore
gums are disgusting to behold,
all will agree. Leto's Pyorrhoea
Remedy is highly recommended
by leading dentists and never
disappoints. Drugists return
money if it fails.
Hedley Drug Co.

Subscribe for The Informer

A Great War Hero

There is a story
of gallantry
and heroism
—of Count
Felix von Luckner, who
disrupted Allied ship-
ping on two oceans,
gambling with his own
life many times, but
without taking that of
any foe. Lowell Thom-
as, who writes his
story, says he is the
most romantic and
mysterious figure pro-
duced by the Central
Powers, in the World
War; one fit to stand
alongside of that other
great figure of Thomas'
recounting, Lawrence
of Arabia. Do not miss
the story, "COUNT
LUCKNER, THE
SEA DEVIL."

Will Appear as a
Special

Adams Dry Goods & Notions

Subscribe for The Informer

Atta-Boy Jimmy



You'll find among civilized nations,
In studying human relations,
Wherever the place,
In most every case
Real people are known by their ratios.

ONE CAN BE DISTINCTIVE, even in
the choice of one's delicatessen. And
there IS quality, even among cabbages.
As "Atta-Boy Jimmie" puts it: "I know
what kind of people folks are by the gro-
ceries they buy." You can't go wrong
buying groceries at our place if it's qual-
ity you want. As for service—you know
Jimmie.

FARMERS EQUITY UNION
of course
Consistent and Steady
That's Atta-Boy Jimmie

SEE THE
INFORMER MAN
ABOUT A
SHORT TIME
BARGAIN RATE
ON THE
FORT WORTH
STAR-TELEGRAM

Nothing will keep a
man thinner than
living on hopes



It's a Fact!

When you're a bit blue,
worried or irritable, you'll
find a little rhythm or a
few notes of a song will
sort of soothe the jangled
nerves and overcome the
difficulties.


Majestic Radio

brings this magic tonic to
your home embodied in a
beautiful cabinet that will
add distinction and dignity
to its surroundings.

Thompson
Bros. Co.

Adams Dry Goods & Notions

Subscribe for The Informer



Watch This Space!

??

Flour, 48 lb, U. S.	\$1.49
2 lb Raisins	18c
10 bars P. & G. Soap	37c
Spaghetti, 3 pkgs	19c
Compound, 8 lb	\$1.14
White Swan Peaches No. 2 1-2	25c
Gallon Honey, Uvalde	\$1.39
White Swan Corn No. 2	15c

These Prices Good Friday
and Saturday

