

THE HEDLEY INFORMER

VOL XIX

HEDLEY, DONLEY COUNTY, TEXAS, AUGUST 30, 1929

NO 42

\$35.00
Victrola

to be
GIVEN AWAY
Saturday, August 31st

ASK US ABOUT IT

Hedley Drug Co.
THE REXALL STORE
This Store is a Pharmacy

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

IRON WANTED!

A CAR OF SCRAP IRON. WILL PAY

\$2.00 per Ton

Delivered to Hedley

WILL BUY ANY DAY

Eads Produce Co.
PHONE 167

IN THE MARKET FOR

Chickens, Turkeys, Eggs
Cream, Hides

and ALL PRODUCE. We are distributors
of **Purina Feeds**

Cow Chow, Mule Feed, Chicken Feed

ALL KINDS OF SEEDS

SQUARE DEALING OUR MOTTO

If We Make a Mistake, Tell Us
We Appreciate Your Business

HEDLEY PUBLIC SCHOOL FACULTY OF HEDLEY OPENS SEPTEMBER 9 SCHOOLS, 1929-1930

The doors of Hedley Public Schools will again swing open September 9th

The largest enrollment in the history of the school is expected. Thirty-one students have already transferred to the Hedley school from nearby districts.

Three additional teachers have been employed. A Home Economic department for girls has been added, and Manual Training for the boys. Several other new courses will be offered in high school.

Come in and buy a new Oil Cloth
Adams Dry Goods & Notions.

TWO BALES COTTON ARRIVE IN HEDLEY

The first bale of cotton for this season was brought to Hedley last Friday by Tom Tate, who who raised the cotton on his farm in the McKnight community.

The cotton was ginned by the Beaty Gin, and bought by the "M" System Grocery for 20 1/4c a pound. This is the best price paid for a first bale in this section, so far as we can learn. The M System will give this cotton to one of its customers Nov. 18. Ask them about it.

A premium of about \$60 was collected by Shack Dishman, 60 percent to Mr. Tate, the balance for the second bale brought in.

Another bale was brought in late Wednesday by Mr. Grigsby, beyond McKnight, and taken to the Westberry Gin, who ginned it and bought it, paying 20c a pound. This is the best second bale price we've heard of.

Mr. and Mrs. Willje Douglas of VanAlstyne are visiting in the O. R. Cuiwell home.

HAVING SOLD our Hatchery this week, we are placing our very best Pullets and Hens, both White Leghorns and Rhode Island Reds, for sale. If you need pullets or hens, better hurry to the
MEMPHIS POULTRY FARM.

Saint Paul Said:

"Prove all things; hold fast to that which is good."

Dear Patrons:

What are you going to do about marketing?

Do you want an outlet that can't be overloaded?

Eads Produce has it!

Do you want an outlet that can pay you cash for your poultry?

Eads Produce can do it!

Do you want an outlet that has a wide line of customers?

Eads Produce has it!

Do you want an outlet that is really interested in your success?

Eads Produce is!

Do you want a house that is willing to co operate with you.

Eads Produce will!

Do you want a house that studies the marketing of poultry?

Eads Produce does!

Our Motto:

Eads Produce CAN and

Eads Produce WILL!

Remember, we are sure of your business.

Store

Address

Phone

The faculty of Hedley Public Schools for the school year 1929-1930 consists of the following teachers:

W. C. Maxwell, Supt., B. S. degree from N. T. S. T. C., Denton. W. T. S. T. C., Canyon, and two terms work on M. A. degree at Oklahoma University.

E. V. Govey, Principal, N. T. S. T. C., and New Mex. S. T. C. at Las Vegas.

Lee Nowlin, Principal Junior High, B. A. degree McMurray College, Abilene.

Mrs. Lee Nowlin, B. A. degree McMurray College with Foreign Language as major.

Mrs. Elvia Davanport, English, W. T. S. T. C., Canyon, and N. T. S. T. C., Denton.

T. E. Payne, Coach, Trinity University.

Miss Bonnie Lee Cook, Special Home Economic Instructor, with Smith-Hughes Home Economic credentials and B. S. degree from Texas Tech. Lubbock.

Miss Ileta Mace, W. T. S. T. C., and B. A. degree from Clarendon College.

Mrs. Myrtle Tinsley, N. T. S. T. C., Denton.

Miss Allie Mae Caldwell, Wayland College, Plainview.

Miss Fay Maxwell, N. T. S. T. C., Denton.

Miss Cloeteal Moreman, N. T. S. T. C., Denton, and W. T. S. T. C., Canyon.

Miss Gladys Simpson, B. A. degree N. T. S. T. C., Denton.

Miss Cordia Holland, Clarendon College, and W. T. S. T. C.

Mrs. Mary Reast, W. T. S. T. C., Canyon.

Miss Myrtle Mims, Music, S. M. U., Dallas.

Be sure and watch for our Dollar Week.

Adams Dry Goods & Notions.

John Robert Laurence has returned from a visit to relatives at Claude.

OLD MATTRESSES WANTED

Your old mattress made new. All work called for and delivered. Satisfaction guaranteed.
Call PHONE 190.

FALL CHICKS!

Chicks hatched in late summer and early fall grow more rapidly, and before the first cold period of winter they are fully feathered and well grown. There is less trouble from vermin at this season; there is practically nothing to hold the young chicks back, and keep them from quick and healthy growth.

CUSTOM HATCHING

We will set our incubators beginning Saturday, August 24th. Bring your eggs on Tuesdays, Wednesdays, Fridays and Saturdays. Will accept eggs for hatching until Sept. 21. Total capacity 164,000 eggs. Rate 3c per egg. Trays hold 156 eggs.

BABY CHICKS

All popular varieties for sale from well culled, good healthy flocks. Order now and get your chicks at the exact time wanted. Write or phone us.

VISIT US while attending the Donley County Poultry and Club Show, Sept. 17 and 18.

CLARENDON HATCHERY

Opposite Postoffice
Hedley, 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

*The Gateway from
Wages to Independence
Is the Bank*

There are many ways to earn money, then there are more ways to spend money, but there is only one safe way to save money, and that is to deposit it in the bank.

Come in and see us about this.

SECURITY STATE BANK
HEDLEY, TEXAS



1. Mrs. Susan D. Grove of Hagerstown, Md., sixty-nine-year-old grandmother, who plans a trip over Niagara Falls in a rubber ball in September. 2. The Graf Zeppelin sailing along the New Jersey coast line toward Lakehurst. 3. Scene in Communist summer camp near Kenosha, Wis., where children of Chicago and Milwaukee were being taught the economic principles of the Reds.

NEWS REVIEW OF CURRENT EVENTS

Graf Zeppelin Arrives and Starts Eastward on a Trip Around World.

By EDWARD W. PICKARD
GRAF ZEPPELIN, the great German dirigible, was the feature of the week's news. Its second crossing of the Atlantic, from Friedrichshafen to New York, was made without mishap, and after flying over the metropolis it came to the ground at Lakehurst, N. J., in a perfect night-landing. Nineteen fare-paying passengers, one stowaway and a miscellaneous cargo that included one chimpanzee, one gorilla and 600 canaries were brought over in comfort and safety. Three days later the big airship, having been refueled, started back to Germany on what is planned to be the first leg of a trip around the world. The only stops are to be at Friedrichshafen, Tokio, Los Angeles, and again Lakehurst. If the Zeppelin keeps to her schedule she will arrive at the New Jersey hangar on August 29. Twenty-two passengers were taken on the eastbound trip. Those who intended to continue aboard for the globe-circling journey included William E. Leeds, Lady Grace Drummond Hay, Carl von Wiegand, Jouquin Richard, Sir Hubert Wilkins, Lieut. Jack Richardson, Lieut. Commander C. E. Rosendahl and C. R. Burgess, the last three being sent by the United States Navy department. Dr. Hugo Eckener, as on the previous flight, is pilot of the dirigible, but it was reported that after this world tour he would relinquish his command and devote himself to the management of the Zeppelin company, of which he is the business head.

Rear Admiral William A. Moffett, chief of the naval bureau of aeronautics, while praising the successful trip of the Graf Zeppelin, calls attention to the fact that our navy is now building at Akron, Ohio, two dirigibles that will be about twice the size of the German airship. Work on these vessels has been going on for some time and the admiral says the first of them will be put into use in 1931. Each will be filled with six and one-half million cubic feet of helium gas and will carry five airplanes attached to the bag. Admiral Moffett has been looking along the Pacific coast for a good place for a base for these immense dirigibles.

One novelty in aviation is to be noted this week. A company has been formed in Kansas City to rent "fly-it-yourself" airplanes to persons who cannot afford to own and maintain planes. One hundred two-seater sport planes have been ordered and they will cost the renter between \$15 and \$20 an hour.

LIEUT. ALFORD J. WILLIAMS, America's lone hope in the international seaplane race for the Schneider trophy, to be run at Cowes, England, September 5 and 7, has produced his plane, without government backing but with the aid of Admiral Moffett, and was testing it out near Philadelphia last week. He believes it will prove to be the fastest ship in the world and that it will beat the time made by Major De Bernardi of Italy last year—318 miles an hour. The engine, of 24 cylinders in banks of six, will deliver 1,100 horsepower. The plane is a twin float monoplane, the fuselage, wings and fixed tail surfaces of wood and the control surfaces of metal.

Lieut. Florentin Bonnet of the French army, selected by the ministry of air to pilot the French entry in the Schneider cup races, was killed when the airplane in which he was training for the speed test was wrecked in leaving the airfield at Bordeaux. Bonnet was the holder of the world speed record for land airplanes.

EMINENT statesmen representing 12 world powers gathered in The Hague and on Tuesday opened a conference destined to host the in-

settled were the adoption of the Young plan for German reparations, the evacuation of the Rhineland, and the establishment of a committee of conciliation and control to supervise the demilitarized zone of Germany along the western frontier. Whether all or any of these things could be arranged amicably at this conference was a bit doubtful. This was especially true concerning the Young plan, which in certain of its features was distasteful to every one of the powers except possibly France and Italy.

Philip Snowden, British chancellor of the exchequer, opened the discussion by frankly stating that the British government could not accept the Young scheme for division of reparations because it reduces England's share from 22 per cent to 18 per cent. He said: "Great Britain objects to the proposed division by which France gets five-sixths of the unconditional annuities—\$11,900,000 out of \$157,050,000. Italy gets a considerable annual sum, amounting to \$10,000,000—much larger than under the Dawes plan. I hope for your forgiveness for my frank and firm speaking, but this division is utterly indefensible and the experts did not attempt to explain or justify it."

The smaller creditor powers, for which Premier Venizelos of Greece was the spokesman, also protested that their debts had been overlooked by the experts when they formulated the plan which "compresses" their reparations, but they said they had no intention of attacking the Young plan.

Representatives of France, Italy, Belgium and Japan defended the new plan as probably the best that could be devised, although each of them asserted his country was making sacrifices in accepting it. M. Cheron, French minister of finance, declared France accepted the plan in its entirety, without reservations, and considered it indivisible as the experts stated. Notwithstanding these expressions on behalf of the other nations, Mr. Snowden and Arthur Henderson, British foreign secretary, told the reporters positively that Great Britain would reject the proposed new division of reparations.

Two commissions were named by the conference, one to study the political consequences of adoption of the Young plan and the other to deal with the financial questions involved. These bodies may not get through their work for five or six weeks.

Dispatches from Rome said Italians generally were indignant at Snowden's speech, which they considered a childish attack on the Latin nations and calculated to endanger the friendship between Italy and England. Berlin also disliked it, feeling that Snowden was trying to "squeeze still more out of the unfortunate German tax payers," and fearing that France, rather than quarrel with England, would compromise at Germany's cost.

Treasury officials announced that no restrictions would be placed on the manufacture of cider and fruit juices in the home providing these beverages were not sold unlawfully, and Dr. James M. Doran, prohibition commissioner, warned the dry agents not to molest the makers unless there was clear violation of the Volstead act.

"HOLD your wheat as long as possible in order to avoid increasing the congestion of the terminal markets," is in substance the message to wheat growers issued by the federal farm board. The board's statement said the crowding of the markets by unusually heavy shipments has caused a sharp depression of cash prices, although there is every prospect of a crop shortage in the world supply, which naturally would make prices higher in domestic and foreign markets.

OUR federal prisons must be made bigger and better, especially because they are now so overcrowded with violators of the prohibition and narcotic laws, in the opinion of President Hoover. Consequently he has given his approval to a program of expansion of prison facilities that calls for the expenditure of \$5,000,000 and includes the building of a new prison in the northeastern states. The penitentiaries at Atlanta and Leavenworth will be considerably enlarged.

VICTOR L. BERGER, former congressman from Wisconsin and for many years an international leader of the Socialist party, died in a Milwaukee hospital from injuries sustained in a street car accident in July. He was a determined fighter for the cause of socialism and though he got into trouble during the war because of his denunciations of capitalism, he was respected by his political enemies. He was elected to congress first in 1910, being the first Socialist to hold a seat in that body. Two famous inventors were claimed by death. They were Emile Berliner, who devised the disk phonograph and many other things, and Dr. Karl von Weisbach of Austria, best known for his invention of the incandescent gas mantle that bears his name and his development of metal filaments in electric lamps. Thorsten B. Veblen, noted economist and author, passed away at Menlo Park, Calif.; and Mary MacLane, who gained considerable fame a generation ago as the writer of a diary and several other books, died in Chicago.

THERE is going to be a lively fight for the governorship of Virginia, for the Democrats who refused to bolt their party last fall because Al Smith was the Presidential candidate have nominated John Garland Pollard of William and Mary college to contest with Dr. William M. Brown, put up by the anti-Smith Democrats and the Republicans and backed by Bishop James Cannon, Jr. Professor Pollard was an active supporter of Smith.

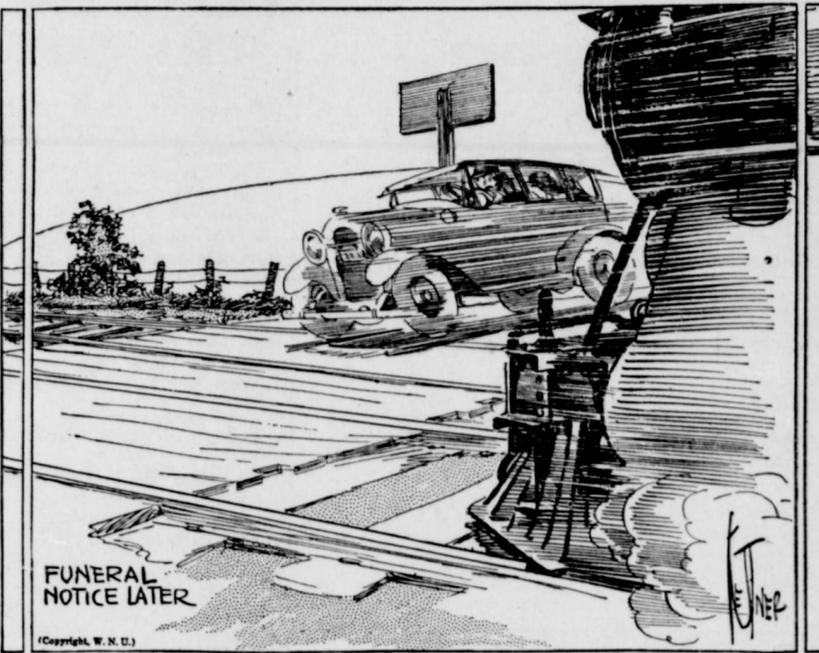
Down in Georgia the split in the Democratic party was made wider by announcement of the anti-Smith faction that they would take no part in the primary called to select a candidate for congress to succeed the late Leslie J. Steele of the Fifth district but would concentrate their strength in the general election. There will be three aspirants for Steele's seat—a Republican, a regular Democrat and an anti-Smithite.

THAT old war between the On Leong and Hip Sing tongs broke out again in New York, Chicago and other large cities, and several slant-eyed gentlemen were shot to death. But United States District Attorney Charles H. Tuttle of New York threatened wholesale deportations unless the conflict ceased, so the tong leaders got together and signed a peace treaty.

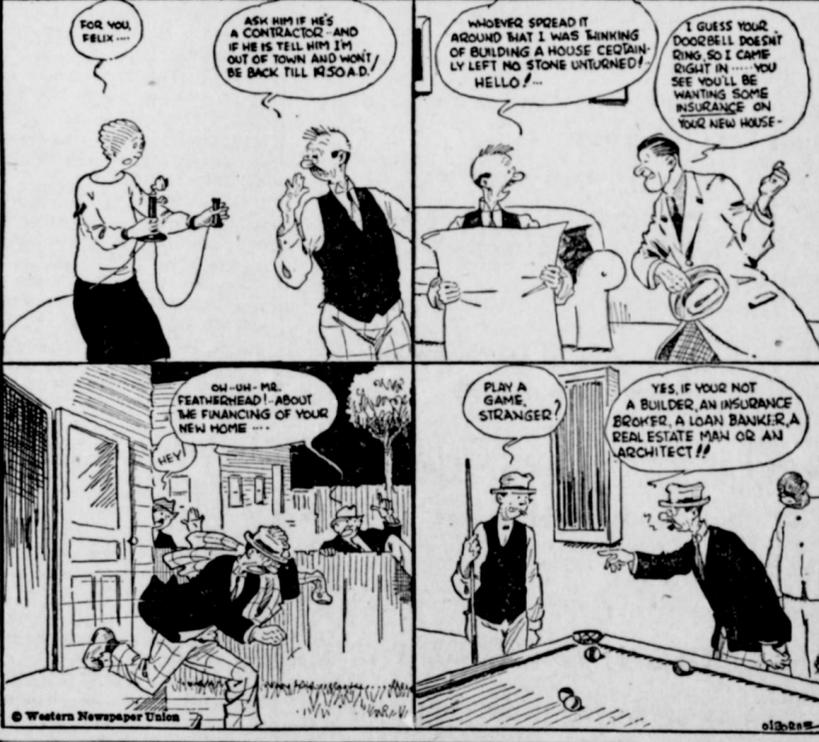
KING FUAD of Egypt and his prime minister left London with a proposal from the British government for giving Egypt the status of an independent nation and at the same time serving in all essential British interests of the Land of the Nile. The king signed to satisfy the Egyptian national and British interests.

OUR COMIC SECTION

Along the Concrete



THE FEATHERHEADS



FINNEY OF THE FORCE



Along the Concrete

Funeral Notice Later

THE FEATHERHEADS

Featherhead Is a Prospect

FINNEY OF THE FORCE

Easy Pickin's

COUNT LUCKNER, THE SEA DEVIL

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CHAPTER XII

Castaways on a Coral Atoll

The last German colony! We founded it on this beautiful, isolated coral atoll in the middle of the Pacific. The Imperial German flag of war flew from the top of the tallest palm. I was the viceroy, by chance and not by desire, of course, and my sailors and our prisoners were my subjects. The only visiting national from elsewhere were the three Kanakas, the turtle catchers. "The White King of the Society Isle of Mopelia," my mate facetiously called me. One of the Yankee captains put it differently. He called me "the Sea Devil King of the South Seas." And he castically described our lovely island as "a poisoned paradise." Everybody was good humored, despite our hard luck.

But our little South Sea colony passed its first nights uneasily. For sleeping places, we slung hammocks between the palms. At intervals, a coconut would fall from a height of fifty or sixty feet and go whizzing close by a man's head. While our fellow countrymen back in the cities along the Rhine were complaining about the night raids of the French and British bombing squadrons, we had our bombing problem also. It didn't make much difference whether you were bumped off with a falling coconut or a falling bomb. The result was all the same. After one whizzed by your ear, you would very likely go down to the open beach to quiet your nerves. Then if you tried to sleep there, the land crabs would soon convince you that the beach was no place for a weary war veteran either. Patrols of fighting marine crabs would raid that beach every night. After being chased out by the crabs, you would go back to your hammock and lie awake wondering when the next aerial coconut bombardment would commence. So life during those first days on our tropic isle was not all skittles and beer or orchids and coconut milk. You can bet we worked hard getting up huts! Luckily, there were no casualties from either crabs or coconuts.

We cleared a large space for our village, and built huts out of timbers, sallow, and palm leaves. The first one up was a queer-looking thing, but our architecture improved with practice. Our prisoners, who were all Americans, helped us a great deal. They understood the art of pitching tents. They built a special town for themselves, and gave the streets such names as Broadway, State street, Pennsylvania avenue, and the Bowery. In time we contrived to arrange quite decent dwelling places. Of course, we also installed our wireless set ashore in order to keep in touch with passing ships and events happening out on this side of the world. Nor did we neglect to take ashore a heavy arsenal of arms and ammunition, including rifles, Luger pistols, hand grenades, and dynamite. In short, we had a perfect little town with everything except a calaboose. Some of our men who had romantic tendencies constructed "country homes" for themselves a few hundred yards away in the jungle. Then we named the place Seeadlerburg. Sea Eagle Town.

There were gulls' eggs everywhere along the shore, but the birds were brooding now, and most of the eggs we collected had half-formed little gulls in them. We got around this by clearing a large section of beach and throwing the old eggs into the lagoon. Then the gulls flocked back and laid more eggs, and thus a supply of fresh eggs was assured.

Our American prisoners were nearly all cheery fellows. Some of them fitted in with the new life better than my men. They seemed to know all about the art of fishing, and taught us German things we had never dreamed of. They were accustomed to what in the states along the Gulf of Mexico is called spearing eels. They fastened iron bars to shafts of wood and with these speared big fish in the coral lagoon.

They also showed us a clever way of catching fish on a grand scale. They took some forty men and boys and just as high tide was turning, formed in a line about fifty yards offshore. Then the line came splashing in, diving the fish before it toward shore, just as the natives round up tigers for a rajah in India. Many of the fish floundered into shallow water, and a few minutes later were left stranded by the receding tide. You see, the water, as it backed offshore, left large pools on top of the irregular coral reef, and there the fish were stranded. Sometimes we caught five in the hundred pounds a day, and it set up a little sport.

One day while we were sitting ducked and I was scratching my head, I saw a little white bird flying over to them katydid's garden, and then I went in to see what was going on. They were sure of it, but I was not. They were sure of it, but I was not. They were sure of it, but I was not.

"By Joe," I said, "boys, let's get busy."

We spread out a large sail and filled it up with crabs, like a sack. We must have had several thousand of them. For days we lived on them, until most of us couldn't look a crab in the face. We had 'em boiled, broiled, and in soup. Then that invasion of these hermits passed as mysteriously as it had come, and we never saw them again. But the turtles were always with us. We caught a number of them and kept them in a coral basin at one end of the lagoon.

The wild pigs on the island provided us with more fun and more food. They fed on coconuts, which is the best kind of fodder to make good pork. There were snipe on our island, too, and we hunted them with great success, thereby varying our sea food and pork diet. Using coconut shells for fuel, we smoked what flesh and fish we could. By way of vegetables, we had coconuts, and bread made of coconut flour, which the Kanakas taught us to prepare, and hearts of palms.

If our new home teemed with useful, edible creatures, it was not lacking in pestiferous forms of life, either these both of native origin and imported from ships. A thousand kinds of insects were everywhere. If you awakened thirsty at night and reached for your glass of water, you were likely to find that it contained more cockroaches than water. You had to reconquer yourself to getting up in the morning and finding your toothbrush alive with ants. The ants were particularly pervasive. We could only guard against them by putting the legs of tables, chairs, and other articles of furniture in cupfuls of water. We slept at night to the ceaseless shuffle of rats, huge insolent fellows, running about on tops of our tents. Piperite waged war against them, but the odds were too great. It would have taken a whole regiment of terriers to end that plague.



The Camp on Mopelia.

Flashing birds of paradise flew from palm to palm. Gorgeous hummingbirds with green and yellow breasts darted among the branches. With every flower there seemed to be a great butterfly. The whole island was aglow with butterflies. They floated on wide, beating wings of greens, violets, and was awakened by a small, sharp, repeated sound—knick, knick, knock. It was the opening of tropical flowers. I went outside and there I saw the lovely Queen of Night, which blossoms by the light of the tropical stars. It is a great, gorgeous bloom, eight or ten inches across. There were thousands of them. Scores of glowworms, far brighter than any we know, hovered about each, eager to catch the magnificent perfume that the opening Queen of Night gives forth. In the darkness I could see the flowers only by the light of the glowworms. On every side were these eerie nocturnal lights, a dancing lamp of gathered glowworms illuminating each flower. In that unearthly gleaming, like a kind of moonlight only stronger, the odorous petals shone with the ghostly nuances of their naturally flaming colors, white, crimson, sapphire blue, violet blue. In the South Seas, the

option of traveling on board the Hualala, the Himilala, the Haleakala and the Wolelele. We will back that last name for the vowel championship. Seven letters out of nine are of the softer sex.

New Indispensable
Twenty-eight years before George Washington was born, the first American newspaper was established. Increasingly, during the 200-odd years that have intervened, the newspaper has become a matter of course in the American home.

In this day and age one can scarcely conceive a world without newspapers. They are a very part of the fabric of daily life, universally in demand—a running record of world events, human achievements, pathos, and tragedy, scientific progress—every live before in class.

Works Only in Reverse.
The only way to get the most out of your...
of the coun...
at the...
er yo...

flowers have little scent by day, while the sun shines on them. At night, when the dew falls, perfume awakens. It is truly a perfumed night. And the nostrils of man are excited by the rich and almost oppressive blending of odors. The Queen of Night gives off the perfume of vanilla. Mingled with it comes the scent of hyacinth, orchid, mayflower, and heliotrope. Sweet-smelling breezes blow, and above is the tropical sky with its clustered flashing stars and gorgeous Milky Way. Hanging above the horizon is the far-famed Southern Cross.

In the middle of the camp we made a sort of plaza. The Seeadler's batteries furnished electric light for it, and there we gathered every night. We still had plenty of champagne and cognac left from the capture of the champagne ship. So, in the cool of the evening, we sat out there on the edge of this equatorial Potsdammer Platz sipping drinks out of wine and brandy glasses, just as we might have at the Adlon in Berlin. There was plenty of pipe tobacco, and Doctor Pletsch had taken care to rescue from the wreck a store of his endless cigars. The wind blew, the stars shone, and the orchestra alternately played German classics from the operas and American rag-time melodies. Ah, yes, this last bit of the once glorious overseas German empire wasn't such a bad little paradise at all. We castaways out there in the solitude of the South Seas felt as though we were the only people left in the world, like Noah and his family on Mount Ararat.

But after about three weeks of this Garden-of-Eden-without-an-Eve existence, the monotony of it began to get on our nerves. Of course, there was the "wife" of the officer of the... but she was far too busy to be interested in the rest of us. We hadn't been sent out to colonize the South Seas and take life easy. So we cast about for a way to go buccaneering again.

Our first need was for a ship to take the place of our unfortunate three-master impaled out there on the coral reef. The Kanakas told us that a French sailing vessel visited the island every year to take away turtle meat. The best guess that they could make was that it would be another six months or so before she arrived. Well, after six months, we would have a ship. We could always fall back on that. But, by Joe, six months was a long time to wait. The war might be won or lost by then. And it was highly unlikely that any other ship would stray into those waters for heaven knows how long. We all grew impatient. Few sailors are keen about remaining cast away on a tropical isle for long, and especially on an atoll as small as Mopelia. We felt the itch to get out to sea again. I was particularly anxious to set something stirring. Before long the tropical sun and lazy life would sap my men's vitality, and all they would be good for would be to lie around.

We still had our lifeboats, and the hurricane season was not on. So why not put to sea in one of them? We devised rigging and sails for our best lifeboat, mast, jib boom, main boom, gaff, stays, and back stays. We scraped, caulked, and painted her. She was not in any too good condition, and despite our labor she continued to leak a bit and needed constant bailing. Even in calm weather we had to bail forty pails a day. We loaded her with provisions for half a dozen men over a long voyage. She was eighteen feet in length and only about fourteen inches above water amidship. Into this small space we stored water, hardtack, machine guns, rifles, hand grenades, and pistols. The only luxuries we allowed ourselves were a few tins of pemmican, a side of bacon, and an accordion. The music of the squealer was to be our solace during a cruise the length of which none could foretell. The great question was, could our tiny craft survive a storm? At any rate, she could sail, and that was something. We christened her the Kronprinzessin Cecilie—without, however, painting her name on the stern.

Of course, everybody wanted to go, but there could be only six of us at the most. So I picked the men who seemed to be in the most vigorous health at the time, Mate Leudemann, Lieutenant Kirchels, Engineer Krauss, Boatswain Parmien, and Yeoman Erdmann. This left the colony on the atoll in the hands of Lieutenant Kling. (TO BE CONTINUED.)

FEATHER TRIM FOR FALL HATS; FORMAL LACE GOWNS POPULAR

A LITTLE feather now and then makes even the simplest hat take on an air of autumn chic. Just a mere glance at the early fall modes convinces us to the style-giving qualities of a bright bit of a feather.

According to advance millinery which they are sending over, Paris designers are displaying a genuine enthusiasm for feather trims. Sometimes there is just the required dash

named author as saying "the wise young man will wear out three dress suits a year." Well now, with this statement as a basis of reckoning, the question is if a man requires three formal suits per year, how many dine, dance and formal evening gowns should a lady fair maintain during an equal period of time.

Be the answer as it may, this much is certain, in the collection a gown



Showing Some Fall Hats.

of color, plus that ever-coveted quality which we call "style."

Many of the summer's exotic straw hats have been foretelling the coming vogue for feather trims. In that they often flaunted cunning colorful motifs of pasted hackle or pasted bird appliques or perhaps long ostrich down worked into flat quills and various novelties.

Now the new autumn fets are taking up the cue and from the outlook a program of unique feather-trims is assured for the near future.

As heralds of the coming feather vogue, the hats grouped in the picture give a promising outlook. The model at the top has its fashionable off-the-face brim faced with pasted feathers, their peaco-brown tones blended to the felt of the hat.

Below this, to left, a band of soft feathers is cleverly positioned in connection with a wide strapping of the felt. The feather motif is carefully matched in color, thus developing the entire hat in monotone, this being a hobby with the mode this season.

If not in one-color effect, then a dash of vivid hue is the aim of the designer, which theory is carried out in the large bakou hat to the right. The natural colored straw is enhanced

all of lace must be given a position of prominence. To be up-to-the-minute in modishness it should accent a slim modded silhouette and sponsor considerable length. If it has a train, so much more does it express chic.

The model in the lower picture answers admirably to these requirements. Not only is this a gown of sophisticated styling but the gold and yellow rayon lace of which it is made is the dernier cri. The separate scarf of matching lace and the train-like panel at one side are also two of fashion's newest notes.

This frock is a charming example of what designers are doing with lovely laces. Metal laces are particularly good, the newest types being exquisitely filmy and fine. Of regal beauty is a princess dress fashioned of thin-mesh black chantilly, many of which are entered on the style program for the coming social season.

With sleeves or without, stylists are creating them, the former being wonderfully effective for smart dinner wear.

As a winsome exponent of the now so-enthusiastically accepted princess "lines" the gown illustrated qualifies with honors. An interesting thing about the much exploited fitted effects is that they are developed not only in satin, velvet, faille, moire, taffeta and other firm weaves, but they are notably interpreted in sheer fabrics and laces. The better styled flowery chiffons and those of monotone tint appearing on the late summer program, for the most part emphasize the fact of slim semi-fitted upper portions to which low flares of ingenious styling are cleverly attached.

The grace of these alluring types is subtly added thereto, with flowing capelets on variously designed scarf necklines, or else one of the very new sequin-embroidered cape-collars impart a note of infinite charm.

Ensembles all of face are an increasingly important theme with those who



Beautiful Formal Lace Gown.

with a tricolored ribbon band and two cunning bird motifs, the pasted feathers being in multicolors.

A striking illustration of the novelty note sounded in the new feather trims concludes this group. The wee bluish gray feathers are fitted about the hat like a toque. The straw hat is feathered also form a side

set the fashions. Those for evening and formal wear adopt silhouettes which lay stress on flowing sleeves and fantastic necklines. The newest thing is to make the frock in one tint and the coat of another, such as flesh color with a deeper pink or that which expresses the Paris mode—a black chantilly lace coat over a white lace gown.

JULIA BOTTOMLEY.

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PUBLISHED EVERY FRIDAY
ED C. BOLIVER
Publisher

Entered as second class matter October 28, 1910, at the postoffice at Hedley, Texas, under the Act of March 3, 1879.

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

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AN INTERESTING LETTER FROM MISS RASCO

Sunnyside, Washington,
August 10, 1929.

Hedley Informer.
Dear Friends:

I am quite a good 'hike' from home, am I not? But not so far away that I fail to think of friends because I am continually wishing they could see the many sights that I have seen this summer, which has been the "grandest" vacation I ever spent.

As you may know, my mother and dad spent three months in Riverside, Calif., the past winter, driving back to Texas in May for me, and again leaving for California May 20th.

While on our way there we visited Two Gun Cave, owned and kept by an Indian. In this cave there are many rooms or sections, in which are to be seen petrified rocks, eggs, and a snake coiled partly in rock, skeletons of man and beast and many interesting Indian curios.

The Petrified Forest is quite interesting. So many people have asked me if it is standing. There are no standing trees, only stumps three or four feet high, but large trees have fallen and thru mysterious formation and conditions have become oddly colored rock. These rocks when polished sell from 50c to \$1 per square inch.

Grand Canyon came next on our trip. It is beyond description, as words fail to give one any idea of its grandeur and majesty. There are thousands of people around the rim of the canyon daily, yet it is the stillest place in the world; people are simply awed by its beauty. The magical coloring of the canyon is changing every moment. Where a shadow lingers a second the next it is a riot of colors. We hiked four or five miles around the rim of the canyon, viewing it every few feet—sights not to be forgotten. It was here at the Hopi House the Indians danced every afternoon. They gave three dances: the Hopi or Tribe dance, the Eagle dance which is considered the most graceful among all the Indian dances, and a War dance which is very stirring and enduring since they whoop and dance with all their might.

The desert proved interesting with its peculiar shrubs and many varieties of cactus. The weather was comfortable when we crossed except for one day and night when the wind blew very hard.

California was in bloom with flowers and orange orchards everywhere. We spent three weeks in Long Beach, where we were only eight blocks from the roaring ocean and where thousands of people, old and young, played in the water and sand daily.

On June 16 we visited Catalina Island. The ship, "Catalina," costing \$1,000,000 and with a cargo of 2000 people, left the mainland at ten o'clock and just two hours later we anchored at the island to the strains of the island band. There are many things of interest here. William Wrigley, the chewing gum king owns the island and has one of his beautiful homes here on a high hill overlooking the pier. Zane Gray has a lovely home here also. The bird farm is entertain-

ing, in that there are 485 kinds of birds and fowls to be seen, many of which have been brought from foreign countries. Four o'clock came altogether too soon, as we then sailed for the mainland while the band played "Farewell To Thee," and after we were out a little way from the pier the orchestra on our ship took up the same song amid waving of good-byes.

We left Long Beach June 18, driving along the Coast Highway to Santa Cruz where we stopped at State Redwood Park, where the trees are so large one drives his car thru the trunk, and from which enough lumber can be sawed to make a box big enough to hold the largest steamship in the world. These trees are said to be the oldest living things in the world, their ages being estimated at 2000, 3000 and even 4000 years.

At San Jose we left the coast to visit Yosemite Park. Here we found a valley walled in by gigantic rocks towering three and four thousand feet above the floor of the valley, and off which come tumbling many powerful waterfalls. We spent a week here, but would have enjoyed a month, as the hikes to the falls, Mirror Lake, the Fire Fall from Glacier Point, Camp Curry's programs and the beautiful camping grounds were so entertaining. Even the bears gave us quite a thrill, visiting us every morning about 8 o'clock in search of food. There was no danger, if you never left food in tent or car, but the bears have been known to tear up tents and cars where some camper carelessly left food. Everyone is warned by the rangers to hoist provisions high between trees and thereby have no trouble. Reluctantly packing up, we were again on our way.

We saw the largest apricot and peach orchards in the world near Merced, Calif.; many Sun-Kist orange groves and Sun Maid raisin ranches in Southern California; the oldest court house in the state at Mariposa and the largest fish hatchery at Mt. Shasta.

Oregon is very beautiful with its wonderful roads which take you along the mountainside from which you can view up and down canyons, over mountains, around high and dangerous curves.

Portland is a city of roses with snow covered Mt. Hood resting in the background. There are fields of roses all round Portland. We took the Columbia River highway here. This is said to be one of the most scenic highways in the world, and it certainly does not fall short of your expectations.

Since our arrival in Sunnyside we are spending a most enjoyable time with relatives and friends. A few days ago we made a trip to Seattle, Tacoma, Olympia, Vancouver, B. C., and Mt. Ranier Park. Mt. Ranier has lots of snow on it—we played snowball July 29th. There were 1500 cars registered the Sunday we got there. Mt. Ranier is fast becoming the most popular resort for summer vacationists.

The Yakima Valley, in which Sunnyside is located, is pretty now with all its many kinds of fruits loading down the trees and all kinds of vegetables. I surely enjoy all of them.

I plan to go back to Texas the last of this month, teaching at

Lodge and Lakeview as I did last year.

With best wishes for every one's success, I am

Most sincerely,
Gertrude Rasco

If you haven't tried our Pentax brand of Silk Nose, try them.
Adams Dry Goods & Notions

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. Donaghy, Pres't

T. R. Moreman,

W. B. Quigley,

J. W. Noel,

J. G. McDougal,

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**CONTINENTAL
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ASK US ABOUT THE
Six-Tube RADIO, Complete
We Will GIVE AWAY November 2nd
Hedley Motor Company
The Home of the FORD Car

**BRIGHT PROSPECT FOR
HEDLEY HI FOOTBALL**

Mr. T. E. Payne, coach for the Hedley Owls for the coming school year, is a student of Trinity University and also attended one of the outstanding coaching schools that was held in Dallas this summer. In addition to his scholarship Mr. Payne has had experience coaching the past two years in West Texas schools. He is a young man, full of "pep" and intends to make a record with his team this year.

Charles Rains, Barton Armstrong, Jiggs Blankenship, Doc Webb and Wayne Hansard have shown their skill in football the past two years and will be with us again this year. Other promising football stars that will be in school are Frank Hefner, Clyde Bain, Merle Johnson, Oswald Watkins, Horace Armstrong, Joe Everett, Ruel Curtis, Clarence Davis, Jesse Aldridge, Woodley Richerson, Edgar Culwell, Radell Latimer, Hollis Stogner, Harold Adamson, and others.

Mrs. Fred Watkins of Wellington was a visitor in Hedley one day the past week.

Miss Verna Green of Childress was the guest of Mrs. Elvia Dav- enport the past week.

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Even after pyorrhea has affected your stomach, kidneys and your general health. Leto's Pyor- rhea Remedy, used as directed, can save you. Dentists recom- mend it. Druggists return your money if it fails.
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JUST—
\$1.20

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Company**

**"It Was a Surprise
to Me," She Says**

"Orgatone Has Relieved Me When Everything Else Had Failed." Says This Am- rillo Woman.

"I have gained in health and strength and feel better than I have in a long, long time," said Mrs. Nannie Roberts, of Arcade H, Amarillo Building, Amarillo, Texas, while talking with the Orgatone representative.

"I was in a very much run down condition," she explained, "from stomach and digestive troubles. My food would sour and form gas that made me miserable for hours. My nerves were all on edge so I got very little sleep at night and when morning came I was almost as tired as when I went to bed."

"I had terrible headaches most all the time, and felt so wretched and no account I hardly had the life or energy to do anything. It seemed as if my stomach was always sore, until I could hardly stand to touch it, and I got to where fainting spells would come upon me most any time during the day, and I had to be careful of where I went so I wouldn't be alone."

"I heard so many people telling about the good Orgatone did them so I decided to try it. The way it took hold of all my troubles was a grand surprise to me. I am relieved of all my fainting spells, and the gas and bloating spells don't bother me as they did, and I can eat three hearty meals every day. I'm not as nervous as I was, and sleep fine every night. Orgatone has done me more good than anything else I have ever known, or heard of, or have ever taken, so I am glad to give this statement."
Genuine Orgatone may be obtained in Hedley by the Wilson Drug Co.

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ADMISSION ONLY

10 Cents

HE SPANNED the CONTINENT WITH STEEL



General G. M. Dodge



Construction Train on the Union Pacific



When the Engines Met

By ELMO SCOTT WATSON

SIXTY years ago there took place in the state of Utah an event which marked the completion of what has been aptly described as "the mightiest work of utility ever undertaken by man." For on May 10, 1869, at Promontory Point, not far from the Great Salt Lake, a golden spike was driven in a railroad tie which connected the Central Pacific railroad with the Union Pacific and for the first time in history a ribbon of steel lay clear across the continent of North America.

The completion of the first transcontinental railroad not only marked an epoch in American history but it was the crowning achievement in the life of one of the great engineers of all time, the man whose surveys, totaling upward of 60,000 miles, were basic in railroad pathfinding and building throughout the West. Grenville M. Dodge was his name and his career, covering more than half a century of amazing activity, entitles him to a place on the roll of great Americans. Recently there has been published by the Robbs-Merrill company a book which tells the story of that career. It is appropriately called "Trails, Rails and War—The Life of General G. M. Dodge," written by J. R. Perkins and published under the auspices of the Historical, Memorial and Art department of Iowa.

The Old Bay state, which gave to the nation so many statesmen, also gave it its greatest railroad builder. For Dodge was born in Massachusetts on April 12, 1831, eight generations removed from a Richard Dodge who arrived in Salem in 1638. When he was thirteen years old he was hired out to work on a farm near Danvers and there he met with experiences that gave direction to his whole life. "The farm was operated by a Mrs. Lander, and she seems to have been the high and mighty lady of all that section," says his biographer. "She had two sons, Frederick and Charles. The former had attended Norwich university for two years and was just about to start upon a career of civil engineering. The latter was in the ice business. He purchased an abandoned church, moved it to Wenham lake, and converted it into an ice house. Frederick surveyed and constructed a siding from the Eastern railroad to his brother's ice house and Dodge, then fourteen, assisted in the work. It was his first survey."

Influenced by Frederick Lander, Dodge decided to enter Norwich and become an engineer. "Perhaps in no school in the nation was the enthusiasm for railroad expansion at so great a pitch as at Norwich university in 1850. The students discussed steam transportation and expansion of railroads from the Atlantic to the Pacific with all the ardor that students today discuss airplanes, air routes and overseas flying. True, there were no lines west of Chicago and but few east of this point that were of any consequence, but there were dreams and dreamers; there were explorers and pioneers, and they were as heroic and as forward-looking as are the men today who think in terms of world flying. Dodge's school days fell in the beginning of all this excitement and he was stirred to the depths of his being."

So when he was graduated from Norwich in 1851 he surprised his parents by announcing that he was "going way out west to Chicago." Two of his friends who had preceded him in this "go-west-young-man" move invited him to join them at the town of Peru where they were working for an uncle, who was a surveyor, a land agent and one of the projectors of the Rock Island railroad which was just beginning to build west from the prairie town of Chicago. However, it was with the Illinois Central, which had just received its land grant from the government, that Dodge first got an engineering job, but after a year he left that railroad because he was more interested in the Rock Island which was building west than he was with the Illinois Central which was building south. In 1853 he was given a job with a surveyor for the Rock Island and helped run the lines of the Mississippi and Missouri River railroad (organized by the Rock Island) across Iowa.

It was this connection which brought him into contact with a future great American who was to play an important part in his future career. Dodge began his survey from the wooden bridge which the Rock Island was building across the Mississippi between Rock Island, Ill., and Davenport, Iowa. This bridge was

The famous wooden structure that was burned in 1856, when the steamboat Erie Afton swung against it, caught fire and destroyed one of its spans. In the suit that followed, a young lawyer from Sangamon county represented the bridge company and the Rock Island railroad. Lincoln argued that the bridge had a right to travel east and west as well as north and south and freight the necessities of life. The opposition contended that the Lord made the river for navigation and that it should not be obstructed by a bridge—even a drawbridge. There was no decision, and the controversy over this bridge continued in congress.

WHAT THE ENGINES SAID

What was it the engines said, Pilots touching head to head? Facing on the angle track, Half a world behind each back, This is what the engines said, Unreported and unred.

With a preface screech, In a florid Western speech, Said the engine from the West "I am from Sierra's crest, And if altitude's a test, Why I reckon it's confessed, That I've done my level best."

Said the engine from the East: "They who work best, talk the least. Suppose you whistle down your brakes, What you've done is no great shakes. Pretty fair, but let our meeting, Be a different kind of greeting. Let these felix with champagne stuffing, Not the engines do the putting."

"Listen where Atlanta boats, Shores of snow and summer heats, Where the Indian autumn skies Fade the woods with wampum dyes. I have chased the flying sun, Seeing all that he looked upon, Blessing all that he blest, Nursing in my iron breast, All his wily ways, All his clouds about my crest And before my flying feet Every shadow must retreat."

Said the Western engine, "Pshaw!" And a long whistle blew, "Come now, really that's the oddest Talk for one so modest. You brag of your East, you do, Why, I bring the East to you, All the Orient, all Cathay Find me through the shortest way And the sun you follow here Rises in my hemisphere. Really if one must be rude, Length, my friend, ain't longitude."

Said the Union, "Don't reflect, or I'll run over some director." Said the Central, "I'm Pacific. But when riled, I'm quite terrific. Yet today we shall not quarrel Just to show these 'like this moral' How two engines in their vision Once have met without collision." That is what the engines said, Unreported and unred. Spoken slightly through the nose, With a whistle at the close. —Bret Harte.

and issued a singular order—that three piers of the bridge "within the state of Iowa" be removed, thus affording navigation up and down on the west side of the river. Four years later, when Abraham Lincoln became President, the United States Supreme court reversed the decision. By this time it had become apparent to many politicians, and others, that the Lord wanted travel east and west as well as north and south.

Dodge completed his survey across Iowa on November 22, 1855, at Council Bluffs. "Six years later Abraham Lincoln was to visit this village and to meet the young engineer who had won the surveying race to the Missouri, and ten years later Lincoln, as President of the United States, would designate this village as the eastern terminus of the Union Pacific railroad, whose chief engineer Dodge was to become."

During the early fifties the building of a transcontinental railway was a national issue, mixed up with the slavery dispute between the North and the South and in 1850 both Democratic and Republican National conventions placed in their platforms the statement that a railroad to the Pacific was a national necessity. The South wanted the eastern terminus of such a railroad on the lower Mississippi and the North wanted it on the upper Mississippi. Before the dispute could be settled one way or the other the Civil war was precipitated. Then on June 24, 1862, with most of the southern representatives absent a bill was pushed through congress for the construction of a road with the eastern terminus "a point on the one hundredth meridian . . . between the south margin of the valley of the Republican river and the north margin of the valley of the Platte river in the territory of Nebraska."

Although this foreshadowed the selection of Council Bluffs as the eastern terminus as Dodge had desired it and as he had pointed out to Lincoln at the time of Lincoln's visit to Council Bluffs, it was to be several years before the building of that railroad would begin. In the meantime Dodge had entered the Union army as colonel of the Fourth Iowa infantry. He rose rapidly to the position of brigadier general and commanded a division at the battle of Atlanta. But it was as a railroad builder that he made himself indispensable to Halleck, Grant and Sherman in the armies of the West. Grant and Sherman especially were his fast friends and Sherman has told how Dodge repaired railroads and built bridges almost as fast as his troops marched on the front. At the close of the war Dodge was

the western frontier and, as his biographer states, "no single factor was more vital in the construction of the Union Pacific than the campaign that General Dodge made against the Indians in 1865-66." Grant had selected Dodge as the man he thought best qualified to meet them in their own kind of warfare and the result justified his choice. Before he could complete the job, however, the Union Pacific claimed him as chief engineer for the railroad which it was beginning to build. He assumed this post on May 1, 1866, and the great adventure of spanning the continent with steel began.

From the west coast the Central Pacific Railway company, a California organization, was building east on the same terms granted the Union Pacific by the bill of 1862. Each railroad was to go as far and as fast as it could until it met the other, and every extra mile won meant a fortune in government bonds. This was the stage set for the greatest race in history. The Central Pacific had to climb the Sierras more than 7,000 feet high, but without waiting for the completion of the tunnels its builders dragged material over the peaks and laid tracks beyond. Its iron and steel it had to bring around Cape Horn or across Panama. The Union Pacific was compelled to carry its rails and even the ties on flat boats on the Missouri or haul them over the prairies from Iowa. It was constantly harassed by hostile Indian attacks. "We marched to work to the top of the drum with our men armed," writes General Dodge. Every construction train was a moving arsenal and every track layer worked with firearms near at hand.

The dramatic scenes which took place at the close of the race is described by Dodge's biographer as follows:

On the first day of April (1869), the two roads were nearly equidistant from Promontory Point, the Central Pacific being 54 miles to the west and the Union Pacific 57 miles to the east. The construction crews, numerically, were about the same strength, not 10,000 to a side, as has often been said, for so vast an army would have impeded rather than accelerated track laying. In the final contest there were about 2,500 men on each side. . . . The Central Pacific had used Chinamen, who were adept enough at pick and shovel but when it came to track laying the Irish of the Union Pacific proved superior to the former road now perfected its system by employing fifty of the ablest Irish track layers in the country; and it is said that Thomas Durant lost \$10,000 in a wager that this Central Pacific gang could not lay ten miles of track in a day.

April, 1869, was the month that witnessed the fastest track laying in the history of railroading and each road went forward on an average of five miles a day. Materials were now plentiful, for in anticipation of the battle, the Central Pacific months before, had started great ships around the Horn with iron from the East, while the Union Pacific linked up the Northwestern at Council Bluffs and kept a steady stream of flat cars laden with materials coming up to the front. And the eyes of the nation if not of the world, centered on the contest. . . . On May 9, the rival crews came within sight of each other and the rails of both roads extended down into a little valley on Promontory Point. When the sun went down that day the Central Pacific and the Union Pacific were just 100 feet apart. The crowds cheered each other and did not fight. That night they slept but ten yards apart but when the morning of May 10 dawned there was the greatest activity, for it was the day appointed when the last rail would be linked to the sea. The two roads met in their history with a great transportation system.

The engines of the rival roads were brought up to the ends of their respective tracks and between them there crowded the most notable group of railroad builders in the world and in an ever widening circle were all the others that had made the transcontinental possible: soldiers from Fort Douglas, Mormon bishops and elders from Salt Lake, Chinese from San Francisco, Irish from Boston, Mexicans from the Rio Grande, negroes from Dixie, Indians from the deserts and the mountains and the omnipresent Jewish traders from many lands, good humored and thrifty, but wide-eyed and wondering at the genius of a Nordic race. Gen. Jack Casement, whose genius for railroad construction pushed the Union Pacific from Missouri to Salt Lake, seven years earlier than the government expected, mounted the pilot of one of the engines and called the assembly to order; Edgar Mills, toastmaster of the Last Spike program asked Rev. Mr. Todd of Massachusetts to offer prayer, and men of all creeds and of none, stood silent and respectful while a clergyman from the old Puritan town of Pittsfield prayed. A man at the preacher's left, Doctor Harkness of Sacramento, cleared his throat and said: "Gentlemen of the Pacific railroad, the last rail needed to complete the greatest railroad enterprise in the world is about to be laid; the last spike needed to unite the Atlantic and the Pacific is about to be driven."

He turned, handed a golden spike to President Stanford of the Central Pacific while Governor Tritt of Nevada held out a silver spike to Thomas Durant, vice president of the Union Pacific. The Nevada executive said: "To the iron of the East and the gold of the West, Nevada adds her link of silver to span the continent and wed the oceans." A man at the Pacific Union Express company, gave Stanford a silver sledge; Reed, superintendent of construction for the Union Pacific, and Strover, president of the Central Pacific, stood in the position of honor. The engines of the two roads were then fired and the last spike was driven. The engines of the two roads were then fired and the last spike was driven.



"NOW YOU'LL LIKE BRAN!"

Effective and so tempting, too!

These appetizing bran flakes are extra delicious with fruit or in bread and muffins.

POST'S BRAN FLAKES WITH OTHER PARTS OF WHEAT

© 1929 P. Co. Inc.

If It Isn't One Thing "Why are you looking so down in the mouth, old fellow?" "Lost my new car." "Good heavens! Why don't you report it to the sheriff?" "No good. He's the one who took it."—Boston Transcript.

Enough Said "What kind of a wife has he?" "Well, all I got to say is I pity him if he ever forgets he's married."



A Sour Stomach

In the same time it takes a dose of soda to bring a little temporary relief of gas and sour stomach, Phillips Milk of Magnesia has acidity completely checked, and the digestive organs all tranquilized. Once you have tried this form of relief you will cease to worry about your diet and experience a new freedom in eating.

This pleasant preparation is just as good for children, too. Use it whenever coated tongue or fetid breath signals need of a sweetener. Physicians will tell you that every spoonful of Phillips Milk of Magnesia neutralizes many times its volume in acid. Get the genuine, the name Phillips is important. Imitations do not act the same!

PHILLIPS Milk of Magnesia

W. N. U., DALLAS, NO. 33-1929

POISON IVY

Hanford's Balsam of Myrrh

Money back for first bottle if not suited. All Dealers.



HOTEL SHERMAN
SINGLE ROOM with BATH \$2.50 PER DAY
DOUBLE ROOM with BATH \$4.00 PER DAY & UP
CHICAGO
NEW GARAGE NOW OPEN
DRIVE YOUR CAR RIGHT INTO HOTEL SHERMAN

LIFE AGENTS
A good old-line life insurance company wants men with clean records to represent them in Dallas and North Texas. Attractive policies, liberal commission. Our juvenile policies pay full benefit age 5. No objection to part-time men.
OMAHA LIFE INSURANCE CO.
710 Wilson Bldg. - Dallas, Texas.
FREE \$3.75 in New Records with This Genuine Victrola
\$100 VICTROLA \$18.75 ALL FOR ONLY
Perfect playing Victrola, Mahogany, Double spring motor, Splendid tone. Ten new selections FREE. Terms, Similar Labels in Edison, Brunswick and Columbia. Write for complete list TODAY.
JENKINS MUSIC CO., K.C., MO.

"They were spoiling our home"...



I COULDN'T seem to rid my home of flies and mosquitoes. They were a terrible pest, and bothered my husband terribly. I tried everything. Finally I got Black Flag Liquid. I sprayed it around, and it worked beautifully. It killed every fly and mosquito quickly. My husband was so pleased!

BLACK FLAG

"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.

Shine Davis has returned from
Ajo, Arizona, and will attend the
Hedley schools the coming year.
His many friends are glad to
have him back in Hedley.

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

TEACHERS INSTITUTE

Donley County Teachers Institute will be held at Clarendon, in the College building, Sept 2 and 3. All Donley county teachers are required by law to attend this institute, or they may attend some other by procuring permission from the County Supt. A splendid program is arranged.

The law requires that all teachers certificates and their teaching contracts be filed with Co. Supt before date of holding County Institute. This is mandatory.
J. J. Alexander, Co. Supt.

Miss Vera Laurence returned Wednesday from Denton, where she attended the N. T. S. T. C. summer school.

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

The editor is in receipt of a post card from Kermit Johnson, Reid Chilcoat and Porter Pierce, who are vacationing in Colorado. The card carries a view of the Mummy Range. When we went to school—'way back yonder—a "mummy" was "a dead one," and we can't imagine what in Sam Hill these three live youngsters would be doing in that sort of range.

WANTED—Clean white rags,
5-1b Hedley Motor Co.

MEMPHIS BOOSTERS HERE WEDNESDAY MORNING

A goodly crowd of Memphis boosters, accompanied by Paul James and one of his bands, visited Hedley Wednesday morning, advertising the Hall County District Fair which takes place next month. Some tuneful cadences were easy to listen to, as was a talk by one of the visitors.

J. S. Edwards has the thanks of the Informer family for a fine watermelon, presented Wednesday morning.

HOUSE FOR RENT by Sept 1st. See S. G. Adamson.

Mrs. E. V. White Jr. of Cincinnati, Ohio, visited the J. B. Masterson family and other friends in Hedley Tuesday and Wednesday of this week.

FOR SALE—Two nice Show-cases, at the
"M" System Store.

Mr. and Mrs. R. W. Scales and two daughters, of Brownfield, visited at the Willie Scales home the past week end.

Miss Cloeteal Moreman came in Sunday from Denton, where she attended the summer school at N. T. S. T. C.

PIGS FOR SALE. See
J. W. Mount,
on the Atteberry farm.

O. R. Culwell and family have returned from a trip to Sulphur and other points in Oklahoma and Texas.

Mr. and Mrs. C. A. Hicks, accompanied by their daughter, Miss Marian, have returned from Los Angeles, Calif., where they visited their daughter, Mrs. S. J. Ross, and their son Condron. They report a delightful trip and a most enjoyable visit.

FOR RENT—Two nicely furnished rooms. Water, gas and lights.
Mrs. C. E. Roy.

Mr. and Mrs. J. H. Mullins and Mrs. S. A. Hall, of Enloe, visited Mr. and Mrs. H. P. Wilson the past week. Mrs. Hall is Mrs. Wilson's mother and Mrs. Mullins is a sister.

ROOM FOR RENT.
Mrs. S. E. Kinsey.

Mr. and Mrs. Fred Rathjen and baby, of Clarendon, were in Hedley last Friday evening. Mr. Rathjen left with us the money for a year's subscription to the Informer.

Be sure and watch for our Dollar Week.
Adams Dry Goods & Notions.

J. W. Noel has returned from a business trip to New Mexico, in company with Conley Ward of Memphis.

ASK THE
INFORMER MAN
ABOUT THE
SHORT TIME
BARGAIN RATE
ON THE
FORT WORTH

PASTIME THEATRE Coolest Place in Town Clarendon, Texas

Friday, August 30
WILLIAM COLLIER Jr and
JACQUILINE LOGAN in
The Bachelor Girl

He almost lost her before he realized how much he loved her.
Also Good Comedy. 10c 30c.

Saturday 31st
LOUISE FAZENDA and
CHESTER CONKLIN in
The House of Horrors

This funny one will give you a chance to loosen up your ribs.
Also Good Comedy. 10c 30c.

Monday, Tuesday, 2nd, 3rd
NANCY CARROLL and
GARY COOPER in
The Shopworn Angel

This is Nancy's best to date. She is smart, saucy, and easy to love.
Also Oddities and Paramount News. 10c 40c.

Wednesday, Thursday, 4, 5
ESTHER RALSTON and
GARY COOPER in
Betrayal

supported by Emil Janning
—one of the greatest dramatic productions ever filmed. See it.
Also Cartoon Comedy and Paramount News. 10c 30c.

QUEEN THEATRE
Saturday, August 31
HOBART BOSWORTH in
The Cup of Life

A good mystery story that you will enjoy. Also 5th number of "Vultures of the Sea," the best serial yet, with Shirley Mason and Johnny Walker. 10c 25c.

JUNIOR BOOSTER CIRCLE

Beater Grove, No 212, Juvenile Circle met in regular session at Woodmen Hall Tuesday afternoon. Business opened with the reading of the minutes of the previous meeting.

It was decided to meet every first and third Friday evenings while school is in session, but will meet next Friday at 8. The Grove closed in regular order.

FOR SALE—My house in the west part of town.
Mrs. H. Hoggard.

Miss Nita Culwell has returned from Denton, where she attended summer school at North Texas State Teachers College.

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

Clyde J. Douglas of Clarendon is a new paid in advance Informer reader. Thanks.

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

Rev. A. E. Hardee, pastor of the First Baptist Church, Francis, Okla., was a pleasant caller at this office Saturday. He will conduct a revival at McKnight, beginning Sunday.

OLD MATTRESSES WANTED

Your old mattress made new.
All work called

Atta-Boy Jimmy



I've always been greatly impressed, Said Jimmie with singular zest,
With the fact that a grocer Gets very much closer
To all people's hearts than the rest.

Jimmie's argument is sound if it's true that the way to a man's heart is thru his stomach. Groceries are essentially gastronomical commodities. GLAD GROCERIES are the best gastronomical assets. That's logic, isn't it?

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

Ask US About the
**SIX-TUBE
RADIO**
Complete
That We Will
GIVE AWAY
November 2nd, 1929

HEDLEY MOTOR CO.
The Home of the FORD Car

WANTED—Clean white rags,
5c lb. Hedley Motor Co.

The speeding car
makes the grade, and
often the grave

YOU TRY 'EM



Here You Will Find
FURNITURE
Worthy of Your Home

Furniture to gain a place on our floors must meet more than the usual requirements.

1. It must be sound in construction—to give a life time of service.
 2. It must be of genuinely good design.
 3. It must be fairly priced.
- You'll be interested in the new beds—colorful, exquisitely graceful—and the most enduring material.



M SYSTEM

"Saves for the Nation"

**WE BOUGHT HEDLEY'S
FIRST BALE OF
NEW COTTON**

AND ON NOVEMBER 18 WE WILL GIVE IT
away to one of our customers. Call at our
store and learn the particulars.

Compound, 8 lb	\$1.11
Flour, 24 lb U. S.	79c
Sugar, 10 lb	63c
Fresh Tomatoes, 3 lb	25c
Pork and Beans, 3 for	25c
Oranges, 2 doz	25c
Lettuce	9c
Crispy Corn Flakes	10c
1-4 lb Cocoanut	10c

**These Prices Good Friday
and Saturday**

through the...
no decision, and the controversy over this
At the close of the