

Spur is Hopeful of a Prosperous and Progressive New Year

Santa Claus has made his annual visit to Spur, filled the stockings of hundreds of youngsters and then scurried back to his legendary home at the North Pole. The kiddies whose hearts he made leap with joy and surprise on Christmas morning are picturing his return as a date so far away in the future that it is almost impossible for them to make accurate calculations.

To the parents of those youngsters it is just another mile post along the road of time, and as one after another of them is passed, the next succeeding one seems just a wee bit closer until after so long a time this annual event which means so much to the children comes around one after another almost without warning.

Those crisp brightly painted tin soldiers who peeped over the top of the stocking last week have already begun to lose their newness with bits of paint knocked off here and there. Some of the games have been played over and over so many times that they have lost their charm and have been tucked away until the youngsters of the home take a new notion to play them again.

Dolly has been lugged around in the neighborhood from one home to another and placed on display until her crisp new frock is beginning to look just a little bedraggled, and soon she will be patted to sleep in her crib until weeks from now her little mother thinks it time to devote a little more attention to her. The fruit and candy has all gone to where it properly should, and Christmas to the kiddies now is just a memory and not one of exultant anticipation.

The older folks of the family got a lot of pleasure planning the surprises for the youngsters, and each in turn was remembered by the others of the household. No one was forgotten, not even the cook, the yard boy or the chauffeur. Of course some of the gifts were of the expensive kind, jewelry, fur coats, automobiles and the like, which went to different members of some of the families here, but for the most the usual record breaking sale of handkerchiefs, socks, neckties, neck scarfs, shirts and the like are reported by the merchants hereabouts. This is evidence conclusive that the different members of the various households of Spur have been supplied for some months to come with the necessities in this direction.

Between friends there was the usual exchange of greeting missives of one kind or another, and of course the business houses of the city remembered their customers with a letter or card conveying the holiday spirit. These and hundreds of parcels with the instructions "Not to be opened until Christmas" kept the postal clerks busy for some days prior to the great event.

All of this bustle and hustle for the weeks before Christmas and then the last minute purchases for those who were overlooked, selecting gifts for this one and that one is all in commemoration of the birthday of One who Christianity wishes the world to know was the greatest gift to all mankind in the history of the world.

The great event has passed, home coming of distant relatives is at an end, and some have already returned, while others will leave shortly, and within a few days now Spur will drop back into normal once again and look forward with an eye for greater activities and achievements during the year 1931.

The New Year follows close upon the heels of Christmas and in fact is part of the holiday season. Following the spirit of joy and pleasure many will look soberly to the future and in their minds will try to fathom what the incoming year holds in store. For some it will be the advent perhaps of greater activities that will net handsome rewards. For others it will hold disappointments.

Whatever it holds for Spur, it is just another link in the chain that connects the past with the future, and which goes to make up the life story of each one here. If it be a year of success for some, let those who are so fortunate lend a helping hand to their less fortunate neighbors. Forget the selfish interest which narrows the individual and makes him a hindrance rather than

American Legion To Stage "Aunt Lucia"

WELL KNOWN COMEDY TO BE STAGED JANUARY 16, 1930

The American Legion announces the presentation of the great collegiate comedy, "Aunt Lucia," on January 16th and 17th, 1930. The production is something entirely different in the matter of community entertainment. "Aunt Lucia" has a record of the largest and most appreciative audiences and the best press reports of any production being offered in the amateur field today. It requires 150 local people to stage the production.

"Aunt Lucia" is a story of college life. It is a scream from start to finish. It has a number of specialties as well as the play with lead characters. The baby pageant including a number of youngsters of the ages of five to seven, and two feature groups of business men, one the college alumni Glee Club the other the girls' flapper chorus, are big hits of the production. If you want to laugh, be sure to see "Aunt Lucia."

Further particulars in regard to the production will be published in the Texas Spur at a later date. An experienced director will be sent by the Universal Production Company to help choose and train the cast.

Geo. B. Chrystal Killed in Car Wreck and R. V. Perry Charged With Murder

Pete Perry returned the past week from Antlers, Oklahoma, where he had been called on account of the troubles of his brother, R. V. Perry, who had been indicted on a charge of murder in connection with the death of a companion, Geo. B. Chrystal, which occurred December 15th in an automobile accident near Antlers, Oklahoma.

R. V. Perry and George B. Chrystal, with a negro, were driving truck into Oklahoma, and in driving down a steep grade or hill on the highway, the truck was turned over, resulting in the accidental killing of Chrystal.

Cephus Bingham's Foot Mashed Monday in Hav Press

Cephus Bingham suffered a crushed foot and several broken bones last Monday while working on a hay press on the C. D. Copeland farm several miles east of Spur. Cephus was pushing the hay down into the press with his foot, when the foot was accidentally caught and mashed in the press.

F. O. Taylor Car Wrecked on Spur Streets Christmas Eve

The F. O. Taylor sedan car was pretty completely wrecked Christmas eve night when Crate Snider bumped into it at a street intersection near the Harrington boarding house.

Mr. Taylor's children were driving their car when the accident occurred. While the Taylor car was completely wrecked the Snider car suffered only dents and bruises—and the fortunate part of it was that no one was seriously injured.

Rev. and Mrs. R. A. Stewart, of Stamford, have been spending the holidays in Spur with Mr. and Mrs. F. W. Jennings, and meeting with their many friends in Spur.

Miss Virginia Elliot, of Canyon, spent Christmas at home with her parents, Mr. and Mrs. W. J. Elliott, at their Spring Creek farm and ranch home.

Build with your neighbors for a bigger and better Spur, and while the reward may not take the form of accumulated wealth in cash, it will be something of far greater value, and something which will bring from the lips of those who knew you words of praise and commendation and build for you a monument which will go down in the years to follow.

Jimmie Smith Car is Damaged by Fire last Saturday Night

Saturday night of last week the fire department was called out to quench the flames of a Buick car belonging to Jimmie Smith. The car was in his garage and an attempt had been made to start it—and it is thought the connection had not been broken, since soon thereafter smoke attracted parties to the garage, and the car was saved by a tub of wet ashes being thrown on it.

Ever Be Thankful

When on history's pages we chance to read

Of nations given to graft and greed,

We fail to find in their decree

That nations great must thankful be.

Ours is a nation bold,

Whose trust in God must ever hold

Whose deeds must magnify that Light

That all mankind may go aright.

Not this day each year alone,

Go to the King upon His throne;

But every day that we may live,

To Him a thankful service give.

When the days we count and the friends we claim

In this land of peace whose great-est gain

Is not to conquer by force or might,

But to love and serve the God of Right,

Each day each year He lets us live,

We should with fear, Him praises give.

Praise for His star that guides us through,

And makes for us such friends as you,

So when for us the race is run,

He will pronounce our work well done,

And when His Glory we shall see,

With loved ones there we'll thankful be.

—Wilburn S. Patrick.

Mr. and Mrs. Lambert, of the Pitchfork Ranch, were shopping in the city Thursday of this week.

L. D. Davis and family, of McAadoo, were Christmas shopping in the city Monday.

Miss Mable Scudder, secretary of the Spur Merchants Association, is spending the holidays with her parents and other relatives and friends in Abilene.

Uncle Bill Hyatt Enjoys Family Reunion of Five Generations

One of the pleasures of the holiday season for Uncle Bill Hyatt was the family reunion including five generations at his home here Wednesday and Thursday.

Aside from the members of the family here at home, Newt Harkey and family enjoy many more reunions and Mrs. Joe T. Salem and little child of Ranger were here.

Uncle Bill Hyatt was one of the early day settlers here, having been one of the old time "ranch boys" long before the opening of Spur twenty years ago. Uncle Bill has contended with the Indian depredations, heard the eagle squall and coyote yell many times in the days gone by. May he and family enjoy many more reunions in the years to come.

Miss Ruby Rucker and W. M. Bumpus Married Christmas Night

W. M. Bumpus, of the Spur Coffee Shop, and Miss Ruby Rucker, of the city, were united in marriage Christmas night, at the Christian parsonage, Rev. A. G. Abbott performing the ceremony.

The Texas Spur joins their friends in wishing Mr. and Mrs. Bumpus years of happy married life and much of the prosperity which abounds in Western Texas.

Robert Cannon Taking Special Treatment for Recent Spinal Injuries

Robert Cannon, son of Mrs. C. I. Cannon, of west of Spur, is now in Abilene for treatment by Dr. Council, a specialist, for spinal injuries recently sustained in a fall from a horse. It is sincerely hoped by many of the friends of Chas. Cannon that his son Robert may soon be completely recovered from his injuries.

George Harris and family, of the McAadoo country, passed through the city of Spur Thursday on their way to Abilene to visit with his mother through the remainder of the holidays.

Raymond Davis, of Texarkana, is here spending Christmas with his father, J. W. Davis, and other relatives.

Mrs. Kellar of Ralls Injured Here Thursday in Car Wreck

Mrs. Kellar, of Ralls, was painfully injured just east of Spur on the highway Thursday of last week, when the car in which she and other parties were driving was overturned and wrecked. This car accident occurred on the highway where it makes a turn in crossing the railway tracks. Webber Williams with an ambulance was called and carried Mrs. Kellar back to Ralls. Other members of the party were also slightly injured in the accident, the party having started to eastern points to spend Christmas with relatives.

G. E. Davis Undergoes Successful Operation at Nichols Sanitarium

G. E. Davis, who with his family has been employed in the Kalgary community through the fall, underwent an operation Tuesday, following an attack of appendicitis.

W. B. Ford and other citizens of Kalgary were in Spur during the week and made up a liberal subscription for the family to assist them in this hour of misfortune and need.

The people of Spur are on every occasion most generous and willing to assist and contribute to those in need or distress, especially, as well as help in promoting the general community welfare and progress.

Chas. Windham Hupmobile Company are Selling Cars to Trade

Chas. Windham and Tom Russell this week returned from Fort Worth where they had gone after several new Hupmobiles with which to supply the trade demand for this car in this territory.

The fact that Hupmobiles are in demand is evidenced by the fact that four new cars were sold by the Windham Hupmobile Company the past week. The Hupmobile is a fine, high-class car—and it is these kind of cars which are in demand at this time.

Edd Potts is here for Christmas from Borger.

Mrs. W. C. Gruben is spending the week end in Lubbock visiting with relatives.

College Boys and Girls at Home for the Christmas Holidays

Among the number of boys and girls from the different schools and colleges here to spend the holidays with home folks are: Lenoy Hazel, Guy Goen, Jake Spencer, Miss Newberry, Jacob Paul Twaddell, Durward Woodward, Garth Daniel, Jim Cloud, Brittain Forbis, Marshall Formby, Miss Wilma Rogers, Rhenn Richey, Oran McClure, Floyd McArthur, Miss Wilma McArthur, Freeman Edmonds, John A. Davis, Archer Lanier Powell, of Tech College at Lubbock; Henry Albin, Sam Clemmons, Dink Arthur, Hardy Mecom, of A. & M. College at College Station; Misses Mary Elizabeth Hogan, Pattie King and Fayé Jamison of C. I. A.; W. B. Lee of State University at Austin; Crate Snider of Austin College at Sherman; Miss Maude Clemmons of Dallas; Wallace Bingham and Clors Harris, of the University of Oklahoma; Miss Nig Liseby of T. C. U.; Pike Nichols of Abilene; Donald Ensey of Abilene; James Hill Perry and Jack Hogan of S. M. U.; Miss Virginia Elliot of Canyon; Miss Virginia Forbis of Lubbock; Miss Rachel Langston; and others.

The Texas Spur wishes each one a very pleasant Christmas at home and unprecedented progress in school.

HINDU WRITER IN CAST OF "THIRTEENTH CHAIR"

Lal Chand Mehira, famous Hindu writer and lecturer, appears as a talking picture actor in "The Thirteenth Chair," Tod Browning's new mystery production to be at the Palace Theatre here on January 1st and 2nd. He is a graduate of the University of Bombay and the University of California, and the nephew of an Indian prince. He was engaged as technical adviser and then was asked to play the part of the mysterious servant in the new drama.

THE AMERICAN LEGION AUXILIARY TO HOLD MEETING

The American Legion Auxiliary will hold a meeting the first Thursday evening in January at 8 o'clock at the K. P. Hall, having as guests the Boyd M. Williams Legion Post. Newly elected officers shall be installed and new members initiated. —Reporter.

J. M. Sizemore, of Afton, was in Spur the past week.

J. M. Sizemore, of near Afton, was among the many Christmas shoppers in Spur.

A girl baby was born Thursday afternoon to Mr. and Mrs. H. E. Blenden at their home in the city.

John Andrews, of the Afton section of country, was here during the holidays.

W. C. Messer, of near the city, was among those here shopping during the holidays.

Oscar, Loyd and Amy Matthews, of Rotan, were here spending the Christmas holidays with W. C. Gruben and T. C. Ensey and families.

Mr. Woodson and family and Mr. Cox, of Girard, spent Christmas Day here with T. C. Ensey and W. C. Gruben and families.

Joe T. Salem, wife and son, of Ranger, were here spending Christmas with Uncle Bill Hyatt and other relatives.

Newt Harkey and wife, of Breckenridge, were here this week visiting her parents, Uncle Bill Hyatt and family.

Misses Pearl and Ozrie Matthews, of Dallas and Tech College, spent the holidays here with T. C. Ensey and W. C. Gruben and families.

Miss Mary Copeland, of Wichita Falls, spent Christmas here with her father, Mr. and Mrs. C. D. Copeland at their farm home east of Spur.

W. S. Campbell and family are spending the holidays with Mrs. Campbell's mother, at Angleton. While there Mr. Campbell will not only try his hand at "big fishing" but also oyster hunting until the first of the year.

Now We Know Why They Called Them Red Skins By Albert T. Reid

Now we are told there is a serious question whether the Indians who sold Manhattan Island to Peter Minuit really owned it.

TELL THE OLD STIFF TO MAKE IT THREE QUARTS AND WE'LL THROW IN THE BROOKLYN BRIDGE, AND ASK HIM IS IT PRE-WAR STUFF

SAY! - LISSEN - YOU GUYS - WHO DO YOU THINK I AM - JOHN D ROCKEFELLER - WHAT?

RESERVED FOR BROOKLYN

HOME BREW

Albert T. Reid

An Adventure of The Dark

(Written by Florence Ross, 7th Grade Pupil in McAdoo School)
Mr. Pair, his wife and children, Mary and Jack, moved out into a great forest where no one ever went. One day Mr. Pair and Jack went to town, which was seventeen miles away, leaving Mrs. Pair and Mary alone. The night was dark and cloudy and raining very hard. Soon they be-

came frightened at something at the window. It was rocking backwards and forward and this frightened them so until Mrs. Pair blew out the light and locked the door, then went to bed. They had been in bed and asleep a long time when something crawling on their feet that woke them up. Mrs. Pair got the gun and shot it. Then lit the lamp and found out that it was Jack, but Mr. Pair was nowhere to be seen. The next day Jack had been bur-

ied, but Mr. Pair was not at the funeral, then Mrs. Pair and Mary set out in search of her husband. They saw someone coming down the road and they guessed who it was. It was Mr. Pair. It was night and they all started home but when the man turned around, guess what he saw! It was a panther. He shot it, but wasn't quick enough, but the next time he killed it. They skinned him then and went home. They reached home safely and Mr. Pair never left his wife and Mary by themselves any more.

THE "TARIFF" WAR

The so-called "tariff war" that embroiled the last Congress must have come as a shock to thinking Americans.

The tariff has an intimate relation with our prosperity and progress. It is the business of our elected officials to give us a sound schedule of rates, based on economic facts, and unaffected by jealousies or party differences.

However, the tariff has been kept a political issue. The politicians have willed it so. And the American people must take the consequences.

Miss Virginia Forbis, who is now teaching in the Lubbock Public schools, spent the Christmas Holidays in Spur with her parents, Mr. and Mrs. R. C. Forbis.

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Meets every Thursday on or before full moon. Visitors Welcome
C. J. CROUCH, W. M.
W. R. KING Secretary.

SPUR CHAPTER, No. 340
Meets Monday night on or after each full moon. Visitors Welcome
L. E. Tree, H. P.—J. Rector, Sec

LIVE STOCK NEWS

CASTRATING AND DOCKING IS AID

Properly Treated Lambs Always Bring High Prices.

Lambs that are not castrated and docked do not sell well on the market. They bring considerably less than those lambs that have been properly docked and castrated when young. The market always discriminates against them.

The most satisfactory age to castrate and dock lambs is at about two weeks of age. Considerable difficulty is often experienced in the castration of lambs, more so than with any other kind of live stock. In many instances losses have been very heavy, due to infection after castration. Lambs are very susceptible to lockjaw or tetanus.

A nice, sunshiny, warm morning should be selected for this work. The lambs should be penned in a clean enclosure away from their mothers. The purpose of this is to prevent the mother injuring them after they have been castrated and docked, as they will frequently lie down themselves and not move about.

It has been found that by carefully disinfecting the instruments which are used for castrating and docking and keeping them in an antiseptic solution when they are not in use and following the docking and castration by the use of a suitable disinfectant, lambs can be docked and castrated with very satisfactory results.

The following solution has been used for applying to the stump of the tail after the lambs have been castrated: Compound solution of cresol, two ounces; pine tar, one pint. This to be warmed until it runs well and to be applied heavily to the stump of the tail and to the lambs after they have been castrated. This is an excellent antiseptic, keeps away flies and destroys any ordinary infection that might gain access to the wounds.

Cost of Keeping Work Horse Varies Greatly

The cost per year for keeping a work horse and the cost per hour of work actually put in varies considerably in different sections depending on the types of farming carried on, and even more widely among individual farmers in the same locality depending on how carefully the farm operations are planned and carried on and on how closely the number of horses kept is held to the actual power needs. Costs also vary slightly from year to year, depending on prices of grain and hay.

Several of the agricultural colleges have been keeping farm cost records, some of them for several years on the same farms; and the average costs shown by these records in the corn belt run very closely within the limits of 12.5 to 16.5 cents per horse per hour of actual work. The general average one year with another is right around 15 cents per hour or \$1.50 per day, and this is the figure most generally used.—The Farmer.

Flushing Ewes Before Breeding Fine Practice

Previous to the breeding season flush the ewe, or have her in rising condition. Clover aftermath or rape, with grass are excellent.

A grain mixture of oats, three parts; bran, one part; may be fed, one-half to one pound per day as needed, provided ewes are not already fat.

Usually light grain feeding at this time is decidedly economical practice. If the ewe is in low condition at breeding, single lambs, poor conditioned and weak, will be dropped, with low milk production by the ewe.

Result—a poor lamb under any subsequent treatment. If too fat, the ewe is difficult to get with lamb and will usually give trouble at lambing time.

Steady Growth Needed for First-Class Beef

The progressive steps in growing a beef steer are first to develop by continuous growth a large frame well covered with muscle and never entirely denuded of fat; then to deposit on this frame the fat necessary to give the animal the desired finish. To achieve the first step requires a ration rich in bone and muscle-building feeds such as whole milk, skim milk, roots, ensilages, legume hays and grains, such as bran, oats and oil cake meal. To achieve the second step requires a somewhat similar ration at first, but this must be gradually changed to one containing a large proportion of the fat-producing carbonaceous foods, such as corn, barley, or peas.

Feeding Baby Beef

Prof. D. E. Rusk, from the University of New Hampshire, is an advocate of the use of silage in feeding baby beef. He says that silage and legume hay must largely replace the grain in the ration of the breeding herd if baby beef is to be grown profitably. Allowance should be made for at least 30 to 40 pounds per day. He says that it is possible to put on a gain of about 200 pounds per cow during the winter months where a ration of good silage and legume hay is fed.

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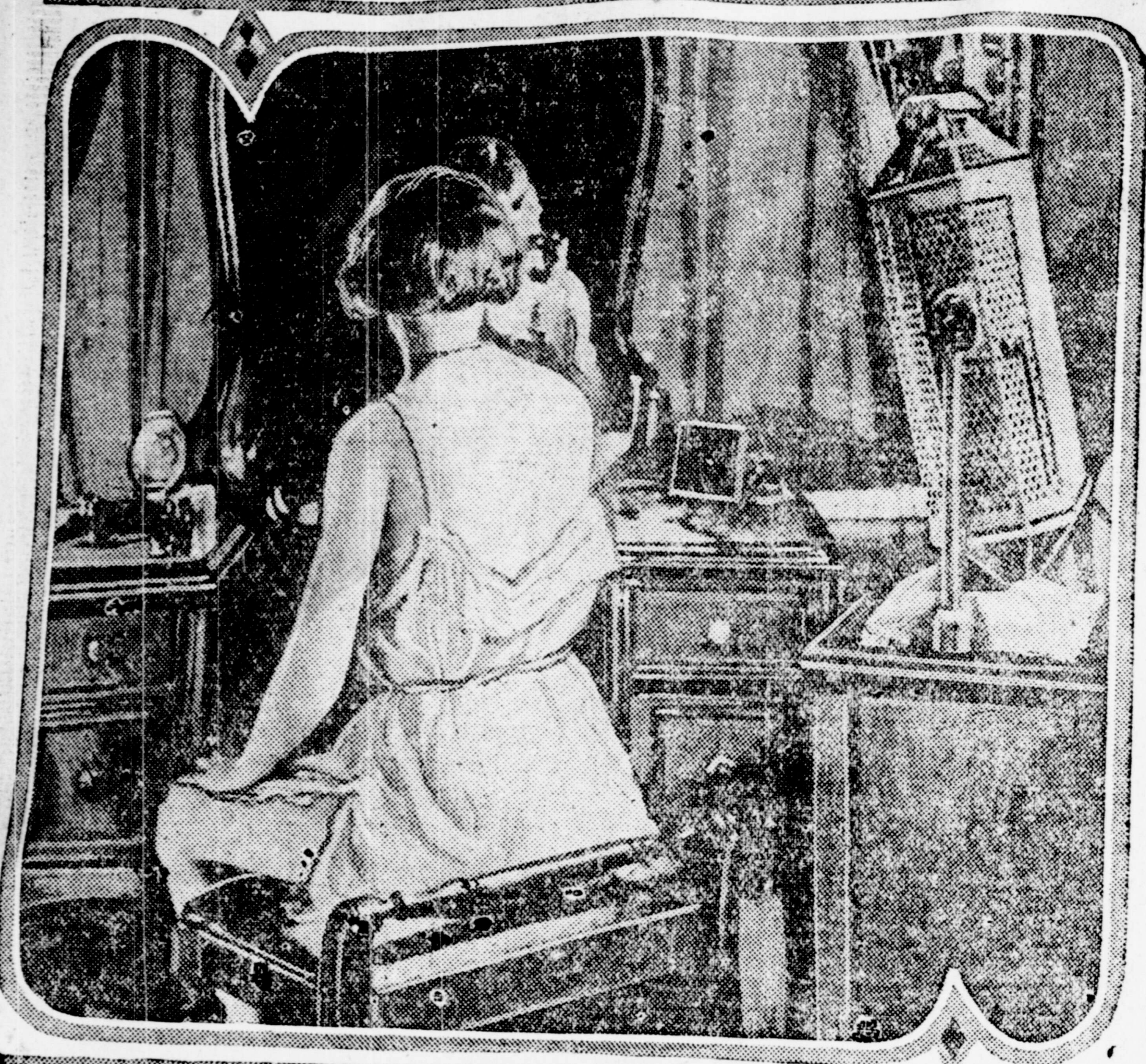
We want to extend our heartiest thanks to friends and patrons for the liberal business and trade extended us in the years we have been here, and it is our wish that each of you may enjoy prosperity, health and happiness throughout the new year just beginning.

We invite you to come in before the first of the year and take advantage of the bargains here awaiting you, in our several departments, assuring you, as always heretofore of "Honest values and standard merchandise" at prices never before made.

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"Artificial Sun" Is The Latest Victory Of Science Over Nature



Miss Dorothy Curtis, well-known artists' model of New York, is shown taking a carbon arc sun bath with the recently perfected "artificial sun".

MAN-MADE sunshine, the artificial duplication of all of the rays of natural sunlight, is one of the latest victories of science over nature. Following years of research a device has been perfected which gives off not only the vital ultraviolet rays of summer sunshine but which duplicates the entire sun spectrum—the ultra-violet, the violet, the blue, green, yellow, orange, red, and infra red rays as well.

nature from which thousands of necessities of modern life are derived, proved the solution of the problem experimenters have been working on for years. Carbon sticks impregnated with various metals are burned by an electric current in the form of an arc. The result is said by the Bureau of Standards to be the closest approximation of natural summer sunshine that has ever been derived from an artificial source. The use of this "artificial sun" by individuals who do not get

sufficient sunshine normally is expected to spread to a wider use of it by industrial organizations to increase the health and efficiency of their employees. Already several of the largest corporations in the country have installed carbon arc sunshine lamps for the daily use of their workers. Increased vitality and decreased susceptibility to disease is said to result from this means of supplying the body with an abundance of all of the health-giving rays of natural summer sunshine.

BUSINESS MUST GROW

There is a good deal of loose talk flying around concerning the effect of the recent stock market slump on American business. Though thousands of persons have lost money in the recent slump in stock prices, they are not going to give up their mode of living and accept a substantially lowered standard, so long as their jobs are safe. And the latest government report on employment, showing that it is down only about 2.5 per cent from September and still well above last year—does that indicate that these jobs are yet in any great danger? Business may be affected to some extent, but there are millions of persons who own outright the securities of basic industries, bought on expert advice. They have little to worry about, for the wheels of industry will keep turning and normal profits and dividends should be paid as in the past. In the meantime business will grow and new millions will be invested in its securities by persons who seek the advice of reputable bankers and brokers.

Girard Notes

(Delayed) Robert and Marion Williams, who are attending college at Cisco this year, are at home for the Christmas holidays. Mr. Joe Purcell and son Eugene, of Flomot, were visiting in Girard last week. Mrs. J. W. Waggoner and her daughters went to Spur shopping on Saturday. Mrs. J. W. Langford made a business trip to Spur Tuesday of this week. Mr. Dunk Fuqua of Brownfield was in Girard Saturday. Thursday afternoon of last week Peacock came up and brought both their senior girls and boys basketball teams. The girls game was 18 to 3 for Girard. The boys, 33 to 9 for Girard. We enjoyed the games and hope they come back soon. Mr. and Mrs. Kennon and Alphaleta were shopping in Spur Saturday. Red Long, who has been working at Wellman, Texas, has returned to Girard. Misses Edith Harwell and Grace Langford spent Saturday night with Miss Elsie Clark. Arol Kerley of Clairmont was in Girard Saturday and Sunday. Singing was held at the home of Mr. and Mrs. Frank Stephens Sunday night. There was a good crowd present and everyone enjoyed the good singing. Mrs. Sam Grave and daughter, Jewel, and Jewel's husband, of Spur, were in Girard Sunday. Mr. and Mrs. Ralph Sherrell and Mr. and Mrs. Schuyler Booth of Spur attended singing at Girard Sunday. Dad Burton of west of Girard has been seriously ill this week. We hope he recovers soon. Mrs. Sherer, of the Red Top community is ill. We hope this illness does not last long. Misses Bonnie Spradling and Edith Harwell made a trip to Spur, shopping last Saturday. Our school was visited by the state inspector Wednesday of last week. We hope to have a classified school soon. Miss Dottie Simmons, who has been visiting in Lockney, returned home Saturday afternoon. Miss Gladys Mayfield spent Saturday evening with Miss Inez Vincent. Saturday afternoon of last week Mrs. Alph Parks gave a shower to her niece, Mrs. Bailey Kimmel. Those present were served cake and chocolate. Many good wishes were extended the newly weds. Mr. Fuston Stephens, of Flomot, is now in Girard. Mrs. Langford and mother, Mrs. Kerley, were in Jayton Monday of this week. The Senior Class of Girard High School consists of the "lucky thirteen." This small class has more talent than most any large class of other schools. They are now doing some good hard studying and "burning the midnight oil."

THE LEGAL NIAGARA

During this year, according to the Berkeley, California, Gazette, the State legislatures of 43 of our states passed 16,921 new laws, an average of 46 for every day of the year. The total of measures proposed was well over 50,000. We are the most legalized nation in the world, and apparently our elected officials never tire of "forcing" virtue on us by passing additional laws at every opportunity. Law making is an estimable profession, when the laws are necessary and will stand intelligent scrutiny. But one wonders how many of these 16,000 new laws really come under such a classification. How many of them abolish, or restrict to some extent, some of those personal rights, in business or social life, which the founders of this country held inviolate? How many of them, instead of correcting some evil, merely create more bureaucrats to be paid by the public? America's legal Niagara is the wonder of the world. However, it's an ill wind that blows no one good, and our law-making proclivities at least give employment to the politicians who create and pass them, and add a few thousand more employees each year to the government payroll to be supported by the taxpayers.

Miss Rachel Langston is here for the holidays, with her parents and other relatives and friends.

in Girard Sunday, greeting friends and relatives. Forest Squyres and wife are now in Girard with the J. L. Jones Company as collector. Forrest has been in this Western country for many years, knows and appreciates the people and conditions and no doubt would be a valuable addition to the business firm in this territory. All teachers of Girard schools are their various homes for Christmas. We hope each will have a merry Christmas. Arol Kerley who has been working at Clairmont has returned to his home. A party was given for the young folks last Saturday night at the home of Mr. and Mrs. Laird. All who attended report a most enjoyable evening. Mrs. Jim Koonce spent Monday with Mrs. J. W. Langford. Henry Simmons, who is attending Wayland College is at home for the holidays. The Christmas tree at the school house Friday morning was an enjoyable occasion. We had many visitors and every one enjoyed themselves—even old Santa Claus. Mr. and Mrs. Woody have purchased a new Chevrolet sedan. Miss Alta Turner of Cisco is spending a few days with her brother Mr. Raymond Turner. A large crowd of attended singing here Sunday afternoon. Everyone is invited to the singings held here twice a month. We are sure you will enjoy them. Mr. and Mrs. Cecil Thompson of Flomot were in Girard Thursday of the past week. Thursday night of last week the high school teachers Miss McGlothlin, Mr. Coons and Mr. Kennon entertained high school pupils with an informal banquet. All present had a real nice time and each wishes to thank the teachers for the splendid entertainment and pleasur afforded. Misses Elsie Clark and Edith Harwell spent Saturday night with the Langford girls.

CERTAINTY OF PUNISHMENT

ALWAYS DETERS CRIME

Crime has its place in the front row of American life today. This is evidenced by the fact that gang warfare forms the basis of the plots in many current "talkies" and "movies" where not so long ago historical incidents and frontier episodes were the basis of stirring scenes around which the play revolves. "Big business crime" has created a new vocabulary which is becoming a part of our daily word usage as was evidenced during recent tariff hearings when interrogators expressed themselves in words taken from the latest vernacular of gangland. The more important crime becomes the more difficult it is to control. Not the severity of punishment, but the certainty, is the best deterrent for crime, says E. Roy Calvert, crime statistician of England. England's greater success in dealing with its crime problem is due largely, he says, to the success of the police and courts in bringing a greater number of law-breakers to conviction. Professor and policemen who recently met in Chicago for a conference on crime and traffic and how to control both, brought out one basic fact, namely, that we have inadequate crime and traffic records from which to draw conclusions and formulate constructive programs for betterment. Apparently we do not need more laws but we do need better records of results obtained under our present laws, better enforcement of our present laws, and as Mr. Calvert says, greater certainty of punishment under existing laws as a crime deterrent.

NEARLY KILLED BY GAS—DRUGGIST SAVES HER

"Gas on my stomach was so bad it nearly killed me. My druggist told me about Adlerika. The gas is gone now and I feel fine."—Mrs. A. Adamek. Simple glycerin, buckthorn, saline, etc., as mixed in Adlerika, helps GAS on stomach in ten minutes. Most remedies act on lower bowel only, but Adlerika acts on BOTH upper and lower bowel, removing poisonous waste you never knew was there. Relieves constipation in 2 hours. It will surprise you. Spur Drug Co.

Hoot Gibson, whose first Universal talking Western picture, "The Long, Long Trail," which comes to the Palace theatre here next Friday and Saturday, believes in making some concessions to modernism. In this exciting film he shoots up a soft drink parlor instead of the old time saloon. The cast of "The Long, Long Trail" includes Sally Eilers, Kathryn McGuire, James Mason, Archie Ricks, Walter Brennan and Howard Truesdell. Arthur Rosson directed.

The New Palace Theatre Entertainment

FRIDAY, DECEMBER 27TH: "Mother Machree" with Belle Bennett. SATURDAY, DECEMBER 28TH: "Long, Long Trail" Western you'll like. Talking Comedy and Serial. MONDAY & TUESDAY, 30th & 31st: "Broadway" A Universal Talking Special. The greatest picture ever produced on Broadway by the title. There is only one Broadway and this is it. A Talking Comedy and News. NEW YEAR'S EVE MIDNIGHT MATINEE "Stark Mad" A Warner Brothers Vitaphone Talking Picture. Best Mystery Picture shown here. WEDNESDAY & THURSDAY, JANUARY 1ST AND 2ND: "13th Chair" One of the mystifying modern thrillers: The best mystery play that Broadway has ever known. Holmes, Herbert and Conrad Nagel.

Mr. and Mrs. Doc Ellis, of the Swenson Throckmorton Ranch, were in Spur during the holidays, visiting with their daughter, Mr. and Mrs. Lester Ericson, and also meeting with their many old time friends of the Spur country.

Issey Lerner this week made a business trip to Abilene. R. C. Forbis has been spending Christmas week in Spur with Mrs. Forbis and Stafford. Joe Long, of Sanders Pharmacy, spent Christmas day in Lorenzo with his sister.

Manager Wilson, of Piggly Wiggly spent Christmas day in Jayton with relatives. Newt Cravey was in town one day during the holidays. J. Z. Smith was here Thursday from Red Mud.

Geo. W. Grubbs, of Red Mud, was in town this week. Mr. and Mrs. Tom Cross were here during the holidays, from the Cross settlement. W. W. Sample was here last week from Pyote.

H. C. Eldredge was here this week from McAdoo. Robt. Nickles was here from McAdoo this week, favoring us with the cash for two years subscription—and it comes at a most propitious time.

Sheriff Barber has now established a car and property tax collection office in Spur for the convenience of those who are able to pay taxes. W. M. Walker came in Christmas Eve from Pyote to spend the holidays in Spur.

Mrs. O. R. Maples, of Hamlin, is in Spur visiting her parents, Mr. and Mrs. Bert Jamison. Harry Ellis has been spending the holidays in Spur. Miss Zell Ellis is here from Aspermont, enjoying the Christmas season.

Mrs. Bill Davis, of the Spur Ranch headquarters, was shopping and visiting in the city Thursday. J. Frank Smith made the after Christmas days brighter for us by handing us a dollar and fifty cents for another year's subscription.

Mrs. Drury, of Hobbs, is here this week looking after business interests here. Mr. and Mrs. Drury have been in Hobbs several months, and are profitably operating a "eat house" in that new oil town.

The Christmas season was more quiet than usual, but joyful. Here is hoping every Texas Spur reader enjoys a prosperous new year. W. P. Nugent spent Christmas at Lubbock. He says Lubbock was doing business as if a most prosperous fall had been experienced.

Mr. and Mrs. J. Mort Smith spent Christmas in Roswell, New Mexico, with relatives. John Goodall, of Girard, was in Spur during the week. He enjoyed Christmas—but is now feeling the after-effects of too much excitement.

The Texas Monthly Gives Facts About Texas Highways

Dallas, Texas.—That Texas has started to build highways that will stand up under the enormously increased motor traffic, after several years of costly experience with inadequate roads, is indicated by the fact that the Texas State Highway Commission awarded contracts for ninety per cent more mileage of concrete during the eleven months ending December 1st of this year than of all other types put together. The amount of money the commission contracted to invest in concrete highways during the period was nearly five times the amount authorized for all other amounts. The mileage of concrete roads contracted for during this period was greater than the total mileage of concrete built in the entire state during the period if eight years ending August 31, 1926. Since the present commission assumed office in January, 1927, it has contracted for the construction of 1,280 miles of concrete highways, that being more than twice the mileage constructed during the previous eight years. The reasons for the adoption of this policy are summed up in the fact that the number of motor vehicles in Texas today is considerably more than six times as many as there were in the State in 1917, the year of the first state registration, and the traffic is probably ten times as great as it was twelve years ago. The Commission has been compelled to spend \$34,400,000 in the maintenance and betterment of inadequate roads during the three years ending August 31, 1929, which is \$2,000,000 more than the total of Federal and State aid expended in the original construction of highways in Texas during the previous eight years. These facts are brought out in an article on the "Biggest Highway Job in History," by P. J. R. MacIntosh in the December number of the Texas Monthly, which has just come from the press. MacIntosh points out that the job of constructing an adequate state highway system in Texas is every bit as big as that of building the Panama Canal. The article, which gives a complete history of the rise of the highway problem in Texas is the first of a series which will constitute a complete survey of the state highways. Estimating that at least \$100,000,000 was spent in Texas by counties and the state during the three or four years following the close of the World War on the construction of highways which have since been destroyed, the

article declares that nobody in particular is to be blamed for this, because nobody could foresee the enormous increase in traffic. In 1919 alone, 110 counties voted \$80,000,000 of highway bonds, which went into roads that very largely have been destroyed. "In criticizing the men who directed the spending of that money," says the writer, "it must be remembered that within four years, by 1923, there were twice as many motor vehicles in Texas as there were in 1919, and that since 1923 the number has doubled again. It would have been a miracle of forethought if 110 different local groups, made up of county commissioners, engineers, local advisory boards and whatnot, had decided to build for such a future as that, and then had carried out that decision in a way that would be above criticism today. The article gives a graphic picture of the condition which the present highway commission faced when it took office. Pointing out that an average of fully 1,500 vehicles a day move over the greater part of the state highway system, the article says: "It is a well established fact that no gravel road, not even the best, can stand up under more than an average of 500 motor vehicles a day, and there was a greater mileage of gravel and similar material on our state highways on January 1, 1927, than of any other kind, and next to it was 'bituminous top' over various kinds of materials. These two types constituted more than 6,000 miles of the 'improved' mileage of the designated highways. There were only about 1600 miles of asphalt, and not all of that was of the best construction, and only about 600 miles of concrete. During the eight years from September 1, 1918 to August 31, 1926, not more than ten per cent of all the construction on the designated highways of Texas was of concrete. There was not an average of 80 miles a year." The article describes how the highway commission organized the department to meet this situation, first tackling the enormous maintenance job, so that the roads could be kept passable, and then the task of new construction. It tells in detail of the organization of the department which covers the entire state, with each maintenance unit having about 100 miles to take care of. It then sets forth how the commission decided to build highways that would stand up under the traffic, and organized the engineering force capable of designing such highways and seeing that the specifications were carried out. "Politics was adjourned" says the writer, "and all other forms of

Farming and Industry

What hard-surfaced roads and motor transportation mean to the farmer is illustrated in the report on wheat growing in Ohio by Charles M. Fritz, Grain Exchange Supervisor of the U. S. Government. Mr. Fritz points out that the longest haul from field to elevator is eight miles. That round trip was a day's journey for a loaded horse-drawn team, carrying from 50 to 100 bushels over the old dirt roads. Now motor trucks make it over concrete highways in two to three hours, carrying from 85 to 150 bushels at a load and without having to wait for the road to dry out.

Farming, at least in the staple crops, is becoming more and more a business and less a mode of living, as President Hoover once put it. Henry Ford maintains that all of the farming operations necessary for the

production of any of the great staple crops can be done in sixty days working time each year, with proper mechanical equipment and transportation facilities. On his own 5,000 acre farm in Michigan he has pretty well demonstrated the truth of that.

With the extension of electric service into smaller and smaller communities, manufacturing industries are spreading over the country, so the time may come when nobody who wants to work in industry will have more than a dozen miles to travel between farm and factory. When that time comes, farmers will specialize on single crops adapted to their localities and individual tastes, and work in town a good part of the year. Cooperative marketing organizations will attend to the shipping and selling, and perhaps also the harvesting of the crops. The American farmer, already the most independent

of men, will be still farther removed from the European peasant tied hopelessly to the soil.

Drill for Oil West of Clairemont

We have it on good authority that several of the larger oil companies have pooled their interests and are getting ready to sink a deep test for oil on the E. E. Wallace ranch west of Clairemont about twelve miles. The slush pit has been dug and other work is underway, and drilling should begin within the next two weeks, and not later than the first of January.—Jayton Chronicle.

Marvin English, of Paducah, is here spending the Christmas season with his parents, Mr. and Mrs. R. L. English, of the Dry Lake section of country.

Laws that are Not Laws

The administration of criminal justice in America is a disgrace to civilization. The man who said that is the Chief Justice of the Supreme Court of the United States, the Hon. William Howard Taft, once President of the United States.

We have too many laws which are not laws. A citizen can hardly go about his daily business without violating some law of which he never heard and which nobody obeys. In Connecticut it is illegal to travel in the road or railroad on Sunday. In New York it is, or was until very recently, illegal to operate a motor-propelled vehicle on a highway unless a man on horseback carrying a red flag or lantern rode a quarter of a mile ahead of it!

Congress and State Legislatures try to "make" laws. No law is a good law unless the people whom it affects agree that it is a good law. In the early days of popular lawmaking people gathered to tell each other what the law was in their districts, the law being the rules of conduct agreed upon by common consent.

The idea that a Congress or a Legislature has the right to impose an unpopular law is a reversion to the old myth of the divine right of kings. Because a law is old is no proof that it is good. Times change, but the laws lag behind.

Lawyers and judges live in the past. Lawyers dominate our legislative bodies and try to make new laws, intended to fit present conditions, comply with principles and practices long outdated. One result of this is that law and justice often mean two different things. Poor men and honest men hesitate to go to law; they fear legal technicalities which have no relation to justice.

All law ought to be based on common sense and so plain and simple that any man with an average sense of fair play could tell without asking a lawyer whether he was violating the law or not. Then everybody else would know it, and intelligent public opinion alone would keep us all on the right side of the law or punish us promptly if we overstepped the line.

Mr. and Mrs. D. L. Granberry spent the Christmas holidays with relatives and friends in the city of Abilene.

INCLUDE SUDAN PLANTING PLANS, SAY AMHERST DAIRY FARMERS

Amherst, Texas, Nov. 26th.—All dairy farmers might as well include Sudan grass in their 1930 planting programs if the records of local dairy demonstrators may be used as a guide. The C. L. Johnson herd produced butterfat for 22 cents per pound in June when Sudan was abundant and then went up to a 28 cents per pound cost figure in July when taken off this pasture. The C. V. Harmon herd was kept on Sudan all summer and the butter fat cost dropped every month. In June it was 21 cents per pound, in July 20 cents and in August 18 cents. Careful records are kept by these demonstrators who are co-operating with D. A. Adam, county agent, as members of the West Texas Cow Testing by Mail Association.

Miss Donnamae Lairsen spent the past week end with friends and relatives out of the city.

Mr. and Mrs. Geo. M. Williams are spending the holidays in Paducah with their son, Sherrod Williams and family.

Johnnie Lairsen, who is attending Military Academy at San Antonio, is here spending the holidays with his sister, Miss Donnamae Lairsen and other relatives and friends of the city.

Have Your Clothes Cleaned and Pressed According to Hoyle

BRING THEM TO

Quality Cleaners

OTTO MOTT, Prop.

GROCERY SPECIALS

On January 1st our stocks of Groceries will be removed to the present Gibson Grocery location, and From Now Until That Date

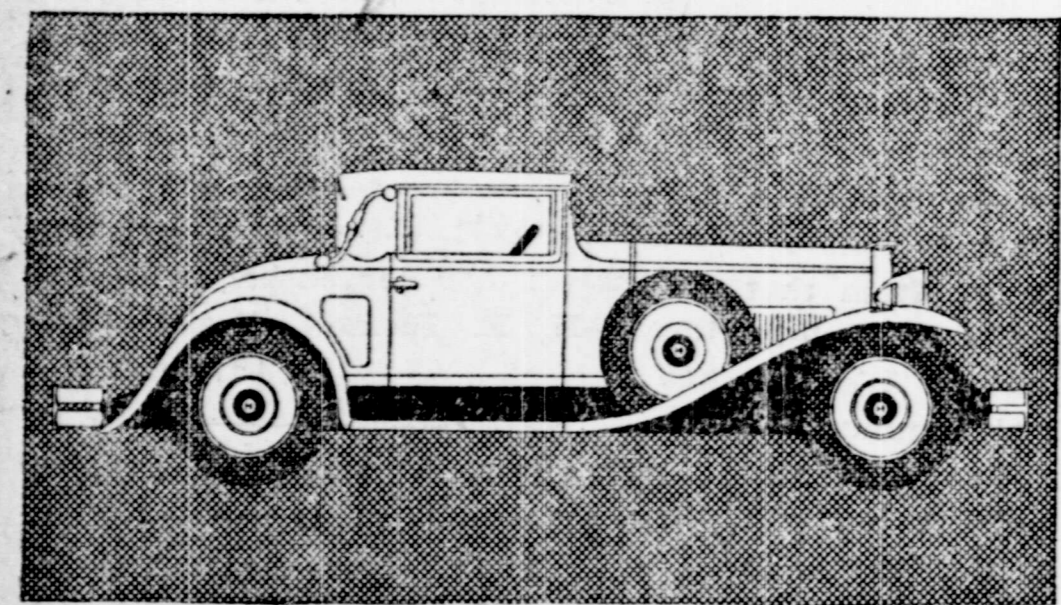
ALL PRICES ON GROCERIES WILL BE CUT TO THE BOTTOM!!

We are giving our customers an opportunity to make a Big Saving in buying Groceries for the Holiday Season, some will go at cost and even below cost in order to save moving them and to be in position at our new location to restock completely with new and fresh groceries.

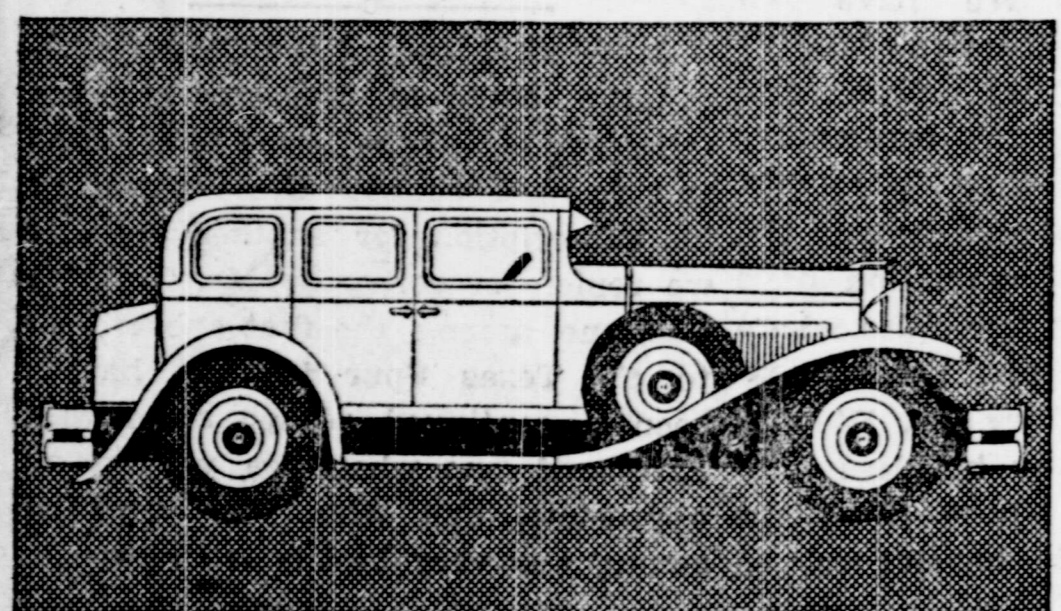
JOPLIN GROCERY
PHONE 203 WE DELIVER SPUR, TEX.

The Greyhounds wish for you a Merry Christmas and a happy New Year

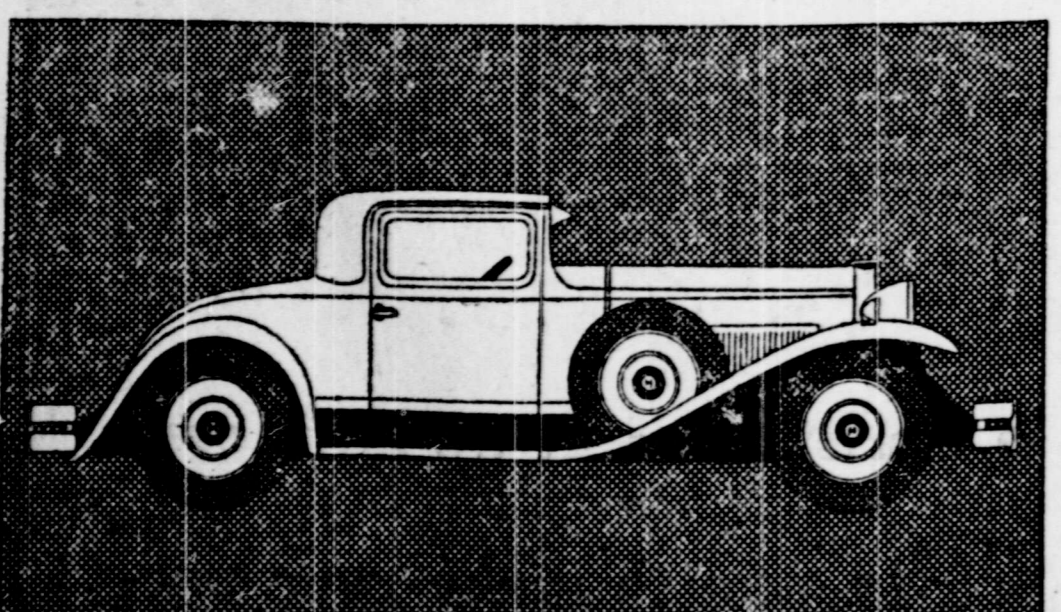
The new 1930 HUPMOBILE Six is its own star Salesman



1930 Six Convertible Cabriolet, Standard equipped . . . \$1075



1930 Six Five-Passenger Sedan, Standard equipped . . . \$1060



1930 Six Two-Passenger Coupe, Standard equipped . . . \$995

ONE RIDE EQUALS ONE SALE

Now the evidence is coming in. From dealers. From engineers. From new owners . . . "The most sensational demonstration I ever had" . . . "Fleet as a racer, powerful as a locomotive, smooth as a dynamo" . . . "Your new Six sells itself by its own spectacular performance" . . . Why not? It's faster . . . Because the famous time-tried Century Six engine has been stepped up to a full 70 M. P. H. More powerful . . . Because new refinements in valves and cylinders put the energy of 70 horses at your finger tips. It's smoother . . . Because long springs, improved shock absorbers, and scientific distribution of weight float you like a summer breeze . . . More comfortable . . . Because doors and seats are wider, cushions softer . . . Take a test ride today . . . This is not only an invitation . . . It is a challenge to your sense of values.

6-11-C

\$1060 AT FACTORY

SEVENTY HORSE-POWER SEVENTY MILES PER HOUR

PRICES QUOTED AS AT FACTORY. CUSTOM EQUIPMENT SLIGHTLY EXTRA

WINDHAM HUPMOBILE CO.

GOOD MORNING, 1930

We wish for each of you a Happy New Year. Let us forget the past, and by extra efforts overcome the present condition and find ourselves at the end of 1930 in a prosperous shape. We invite you to our new location after January 1st in the building now occupied by Gambill's, one door south of the Hokus Pokus Grocery. We will appreciate your trade during the coming year and promise you the best of treatment. Our stocks are now entirely too heavy, and you may expect to hear from us very soon with some startling close out prices in many lines.

LOVE DRY GOODS COMPANY

SPUR— A Quality Store —TEXAS

Why Public Highways For Private Profit?

The state builds, owns and maintains its highways. This should certainly give the state supreme control of its highways, so long as that control conforms to the requirements of the state constitution. To that extent, with that limitation only, the state can say who shall use the highways, how the highways shall be used, and for what purpose.

Our state highways today are controlled by three agencies, the highway department, the railroad commission, and the federal government.

The state highway department has to do with the building and maintenance of highways, the railroad commission has the say, with limitations, as to how the traffic shall be operated on our highways, and the federal government, by reason of federal aid, has the determining say as to the types of roads and the designation of roads for which federal aid will be given.

But two fundamental propositions enter into the highway question and these are: Construction and maintenance, and service.

At present the service to which

our highways are subjected is far from just and equitable, and financing our highways is nothing less than chaotic extravagance.

We must have both system and efficiency in the construction and maintenance department and in the traffic department. At present we really have nothing of the kind in either department. This is not a criticism of either department, and particularly is it not a criticism of the operating department, for both departments are to a greater or less extent hampered by restrictions.

Financing is the big problem in construction and maintenance. Many plans have been proposed, attempted and tested; none of them popular, all of them expensive.

As in the case of railroads and other public carriers, there is really no relation between the construction and maintenance department and the operating department. The province of the construction department is to provide and maintain the means, and the province of the operating department is to profitably utilize the means. This utility may be in dollars and cents or in public service. To be of public benefit a thing must be of public service, and nothing for public service can be di-

verted to private use, gain and benefit except to the injustice of the public.

In the main essence, our highways are publicly owned and privately used. The public pays the bill, corporations and individuals receive the free use, enhanced values and commodity and passenger hauling revenues.

In what way can this condition be eliminated, or at least, rightly adjusted?

It is a fact that most of the passenger hauling and freight tonnage on our highways is controlled by corporations, probably a large majority of these corporations interlocked with railroads. It is claimed that certain railroads, having not one mile of railroads in Texas, having not one cent of permanent investment in the state, control bus and even truck freight lines that operate within the state, and come under the federal commission because of their interstate operation.

This, if true, is certainly an unfair situation.

The writer could cite numerous instances in Texas wherein individuals and corporations have received great operating and speculative benefits out of state highways and have given no compensation to the state beyond a nominal license, for such use and benefit. To illustrate: Some years ago an enterprising gentleman started a passenger service on the highways, this service covering a total of 240 miles. His original investment did not exceed \$3,000; but as his business grew he added to this and in the fall of 1928 he probably had a total of \$15,000 invested in his equipment. He had a license, which is nothing more than a monopoly of that line. In the fall of 1928 the original operator sold this line, and according to common report the sale was to a railroad, for the most part paralleled by the highway over which this bus line operated. The consideration was \$95,000 cash. That was a clear speculative profit of \$80,000 made during a period of not to exceed four years, and during these four years the operator had made good money, some reports being to the effect that he cleared \$20,000. The highway on which this line was operated had cost the state a total of not less than \$5,000,000. Part of this highway is concrete, part of it is hard surface, part of it gravel and part merely graded. Similar illustrations could be given in great numbers.

Overloaded trucks and passenger coaches are doing immeasurable damage to our highways. They contribute nothing like a sufficient tax in any form to cover this usage damage. Their operating profits are large, their vested rights through exclusive operating privilege, is enormous.

It is very doubtful if the present motor bus and truck law is constitutional. Here is what the Constitution, Article 1, Section 26 (the Bill of Rights) has to say:

"Perpetuities and monopolies are contrary to the genius of a free government, and shall never be allowed." Under the plain wording of the Constitution can we grant even the semblance of a monopoly, by temporary license privileges or otherwise, to any agency, other than the state itself, for the state cannot be classed as a monopoly?

Section 29 of the Constitution, Article 1, says:

"To guard against the transgressions of the high powers herein delegated, we declare that everything in this 'Bill of Rights' is excepted out of the general powers of the government and shall forever remain inviolate and all laws contrary thereto or to the following provisions, shall be void."

The last paragraph of Article 1, Section 5, of the present motor bus law says:

"Provided, however, that any right, privilege, permit or certificate held,

owned or obtained by any motor bus company under the provisions of this act or owned or obtained by any assignee or transferee of any such motor bus company shall be taken and held subject to the right of the state at any time to limit, restrict or forbid the use of the streets and highways of this state to any owner or holder of such right, privilege, permit or certificate."

It is questionable if the legislature in the fundamental meaning of the Constitution, opinions and decisions to the contrary notwithstanding, has the right to grant any character of monopoly of our state highways to any agency other than the state itself.

But the saving clause is in the fact that these monopolistic charters or permits are temporary, and may be terminated by an act of the legislature at any time.

And why shouldn't this be done? Why shouldn't our highways be operated for profit to the state in the matter of heavy tonnage and strict commercial use?

Why should the state build, maintain and supervise highways for the profitable use of transportation agencies, most of them monopolistic trusts? Why should the state grant to such monopolistic agencies whether individuals or corporations, the privileges of highly profitable operating facilities and vast benefits in the matter of unearned increment by reason of this monopolistic favor, whether it be for a term of weeks, months or years?

To try to work out any system of taxation of tonnage regulation so long as the common carrier privileges of our highways is in the hands of personal or corporate interest is inconsistent, if not impossible of anything like fair adjustment.

It seems that the state could consistently and to the great benefit of the state adopt either of the following methods of highway traffic management:

1st. The state to own and operate all bus and freight lines on first class highways or

2nd Charge a mileage toll on all freight and passenger haulage over highways or

3rd. A tonnage and passenger toll or

4th. Put all freight and passenger haulage off the highways, particularly of the first and second class, compelling these agencies to build their own means of transportation, just as the steam and electric agencies have done

To carry out either of the first three suggested plans, the highways would have to be designated and classified, particularly as to type of road and reasonable tonnage damage by reason of heavy haulage, either for fixing state haulage rates or for charging tonnage or mileage tax.

To compel transportation agencies to build their own highways would probably be unfair and detrimental. Such would be done only by corporations in favored localities. It would destroy one of the main functions of our highways.

But either of the other three suggestions should be highly profitable to the state. A fair rate could be maintained for haulage, good service could be made obligatory, and no one should be given the privilege of transferring a monopolistic right on any state highway to any one but the state, and then transfer should be nothing other than a surrender of privilege or permit.

Instead of voting enormous, interest eating, extravagant and graft breeding bond issues, why not make our highways money contributing agencies to their own maintenance and extension?

Why talk about bond issues, particularly to make refunds of wasted money on wornout highways, when these highways can be made self-restoring, self-maintaining and new highways made possible, all to a great

extent out of the daily dividends of our highway system?

I want to see more and better highways built. Air transportation may make our highways obsolete in a few years, but if, in the meantime, our highway system has to a great extent been self-sustaining, self-creating, then the loss to society will be nominal, but if we continue to build our highways at enormous expense, both in heavy interest bearing bond issues and in impractical and extravagant construction and operation, then will the burden be unbearable should air navigation put our highways in discard as the highways have to an enormous extent superseded the railroads.

But regardless of any such contingency as the possibility of air transportation, why not apply common sense, state rights and public benefit to the operation of our highways? Why build at the expense of the many for the benefit of the few in the matter of highway revenues and enhanced values of special privileges?

The government has no interest, no property or legislative rights and authority over our state highways, other than as military and post roads and that privilege the government has regardless of any contributions made under the federal aid act.

By the state taking over the exclusive management of freight and passenger traffic on its highways, the federal government would have no control over our highways through the interstate commerce commission. They have taken away from the state the right to regulate railroad rates, and they have even interfered in the operation of bus lines, but the state could fix a tax on any bus line entering the state from another state, and using a state highway that would deprive such foreign competition of damaging, non-revenue producing competition.

Let us do something practical, something beneficial, something besides talk about bond issues, destructive cankers to the producing and industrial system.

—Fredericksburg Radio Post.

OUR ANNUAL INVENTORY

With another year before us, it is well to make an analysis of our community, seek the defects that must be eradicated, and find the assets that may lead to a future of growth, happiness and better living.

To get to the very heart of this community analysis, it is necessary for us to deal almost exclusively with the human element, the thing that makes all towns similar in some respects and different in others. For a community does not consist of buildings and streets and business houses. Rather it consists of a group of people with common interests, and whose common welfare is best served by co-operative activity and far-seeing enterprise.

Let us first take our liabilities. What's the matter with Spur? The unthinking booster may answer "nothing" but he is wrong, for Spur is a community of imperfect human beings, and it is suffering from that common community ailment briefly diagnosed as human nature. We have too many citizens, as all communities have, who believe in community boosting so long as nothing but talk is required. When the time comes to roll up their sleeves and tackle a hard job they become conspicuous by their absence. We have too many people who are confirmed pessimists, who believe that nothing can be done to build up the community in spite of the fact that community spirit, the will to achievement and the exercise of a little imagination have created thousands of fine cities where nothing but forests and prairies existed less than a century ago. We also have a few too many hopeless individualists, people whose intentions may be good but who haven't learned

that notable accomplishment is usually the result of unity of effort.

Among our assets we may list hundreds of opportunities that can be developed by means of united effort. We may well call attention to the fact that industry is rapidly changing locations in this country because the chemist and the scientist are constantly finding new sources of raw material and opening up new markets. This tendency or trend means opportunity to the community whose citizens are alert to new possibilities. Furthermore we may well cite the fact that we have here as fine a body of citizens as one can find anywhere on the face of the globe—that while they possess the faults common to human beings universally they also have the virtues that characterize people everywhere.

And above all else we have a fine, friendly, hospitable city, attractive to visitors and pleasant to its residents. There may be larger cities, there may be more enterprising communities, but there are none where one may enjoy greater comfort and happiness, where his children may have greater opportunities, where associations with one's fellow men may be on a more friendly and human basis.

"Broadway," Coming To Palace Theatre In Spur Soon

It took years and cost untold millions to build Broadway, New York, as the pleasure highway of all the world. To reproduce two blocks of Broadway in motion picture form cost Universal proportionately just as much—to be exact, \$1,500,000 for three months.

The reproduction was made for the Carl Laemmle, Jr., super-production "Broadway," the all-sound film version of the sensational New York play which comes to the Palace Theatre here on December 30 and 31.

In the exterior, the reproduction was exact. In the "atmospheric" interiors "Broadway" out-Broadwayed Broadway.

The lights of the Great White Way are famous all over the earth—but block for block, the myriad lights and brilliancy of the real Broadway are like a candle when compared with the illumination used on the "Broadway" set. There were 4,000,000 watts in the night club alone, enough to supply an entire city of 100,000, or to furnish an entire fleet of battleships with searchlights.

From Broadway itself, where they appeared in their original roles of Dan McCorn and Nick Verdis thru-out the entire New York run of the play, Mr. Laemmle brought Thomas Jackson and Paul Pocsai to play the same production on the screen.

J. B. Richbourg returned the past week from a visit with relatives and friends in Dublin and that section of the state.

FOR SALE—Davison Sunshine cottonseed, 1.00 per bushel, will mature.—H. E. Bennett, Prairie Chapel. 4-1f-3p

STRAYED—A black horse mule, weigh 800 pounds, unmarked or branded, now at my farm east of Spur. Owner pay for this notice and get mule.—Roy Arrington. 1f

L. G. Crabtree, of the Croton community, while in the city Monday, called around at the Texas Spur office and favored us with the renewal of his subscription for another year. If we remember correctly, Mr. Crabtree was one among the first subscribers to the Texas Spur in 1919, having been a continued reader since that date—and one whom we very much appreciate, and whom we consider among our very best friends.

New Year's Greeting

We have enjoyed a very liberal Christmas business and a joyous Yuletide season, for which we thank our friends and patrons.

May all of you experience a most happy and prosperous New Year.

Let us serve you throughout 1930

Sanders' Pharmacy



New Year's Greetings

We at this season extend our sincere thanks to patrons and friends for the trade given us during the past year, and may each of you enjoy health, happiness and prosperity thru-out the New Year.

SPUR BAKERY

OUR BIG RED TAG SALE

Went over big, but we realize that all our friends and customers could not make all their purchases before Christmas and we have continued this wonderful Red Tag Price Reduction Sale for Christmas Week. It will close New Year's Day. Be sure to make your purchases before New Year's Day.

SPUR HARDWARE & FURNITURE COMPANY

"Spur's Oldest Store"

Handwritten notes and scribbles in the bottom right corner, including the number '2430' and '720'.