



### Students Leave For College

It was a great treat for the students who are away in different colleges to be back home and enjoy the holidays with their parents. All of them with some others left the first of the week to various points where they have resumed their work again. Spur has a fine representation of young people in different colleges and universities.

Among those who returned to college are: Misses Thelma Marsh, Velma Allen, Rachel Langston, and Messrs. Alton and Joe Bailey Chapman, all of whom go to Simmons University at Abilene. Misses Annie Mae Hale and Ludell Perry go to Randolph College at Cisco. Misses Berenice Lee, Helen Newman and Lois Lee return to C. I. A. at Denton. W. B. Lee, Jr., and Tommy Newman left for A. & M. College to continue their work. Misses Clemons and Johnnie Bell Hargrove left Sunday for Denton, where they are students in the Teachers' College. Jack Hogan and James Hill Perry are in S. M. U. at Dallas. Miss Ella Mae Hogan is in McMurry College at Abilene. Misses Ila Lasseter, Olliebell Slaton and Ottilie Maud Lasseter are in Canyon attending the Teachers' College. Richard Gibson and Roy Edmonds joined the student body at the Texas Technological College at Lubbock and were accompanied by Misses Thelma Caraway, Lucile Lucas and Mr. Jim Cloud who have been regular students in that institution all fall.

There are not many towns the size of Spur that has a better representation in colleges. This shows the attitude of the young people of our community and proves that they have high ideals which they are willing to put up and strive to maintain.

### Spur Boy Marries Madill Girl

Mr. Elmo Townsend of Kellam Dry Goods Company here, and Miss Evelyn Cox of Madill, Okla., were quietly married in that city early last Thursday morning. Rev. Davis, pastor of the First M. E. Church at Ardmore, spoke the words which united the couple husband and wife.

Mr. and Mrs. Townsend left at once for Dallas where they spent the day with friends in that city. They arrived in Spur Friday evening and will make their home here. Mr. Townsend will continue with the Kellam Dry Goods Company, and probably within a few months there will be a new residence started in Spur to house the new couple.

### W. M. Malone For Sheriff, And Tax Collector

We are authorized to place the name of W. M. (Walter) Malone before the voters of Dickens County as a candidate for the office of Sheriff and Tax Collector. In making this announcement Mr. Malone does so feeling that he is adequately prepared to take care of the duties of these offices in a manner the people would appreciate. He served the people of Wise County as Sheriff four years and has a very enviable record of credit while in the office. He who knew him while in office executed the laws, enforcing every respect when either foe was concerned, and did in a manner that caused people to respect the law but to do his duty as Sheriff if they elect him. Mr. Malone has served Spur the past year as night watchman and has had much influence on the conditions of our town, especially interested in the people and has talked many times on the streets and getting in and out of them into trouble. He is a best Christian gentleman and people entrust him with these duties and will conduct them in a noble manner.

### Poultry Proves Valuable To Dickens County

A checking up of the poultry demonstrators for the past year shows some very interesting figures. The lowest monthly net income from any one flock was \$13.50, or nearly 50 cents per day. The highest monthly income from any one flock was \$37.50 and the average net profit for the year for any one flock was \$22.44 per month. The net profit was figured by deducting the expense for feed and other expenses from the gross income of the flock.

Mrs. W. P. Fretwell showed the greatest profit of any one month. She sold both eggs and adult stock for breeding purposes which brought a much higher price.

Dan Prichett, with a flock of 150 White Leghorns, averaged 45 eggs per day, which was a thirty per cent production. This was a little better than 109 eggs per hen for the year. His net profit was \$313.92 for the year, or \$26.16 per month. A commercial egg laying mash was used seven months of the fall, winter and spring. A 4-acre patch of alfalfa adjoins the poultry runs. This furnished green grazing for the flock the entire year. Comfortable brooder and laying houses, and adequate feeding and watering equipment were provided for the flock. September was the lowest laying month on the Prichett Farm with 533 eggs, and April was the highest with 2308 eggs. His net profit per hen was \$2.09.

Mr. Prichett is a genuine poultryman. He loves his work and manages his flock as carefully as he does any of his other farm operations.

### W. A. Craddock Announces For County Judge

Announcing as a candidate for the office of County Judge and School Superintendent of Dickens County, I desire to state that I can only promise to do my very best to render a real service. Rules and laws governing these offices are simple and easily understood. I feel competent. I lived in Crosby County for four years and in Dickens County seventeen years. I have had to attend closely to my farming business, therefore, know but few people. I shall not attempt a house-to-house campaign, neither shall I try to handshake myself into office. It is embarrassing to ask for a vote. If you do not know me, you can learn whether I am worthy of your support. I shall greatly appreciate all friendly help from any one. With other candidates I shall try to arrange speaking dates at each voting box and explain my views as to the management of these offices.

Respectfully,  
W. A. CRADDOCK  
The Times wishes to state that Mr. Craddock is one of our best farmers, believing in diversification and has made a success in that business. He is honest in his business dealings. At one time he served this district in the State Legislature as its representative and has a good knowledge of the State laws.

### MULE SALE SATURDAY

The sale of mules which was to have been last Saturday had to be put off one week because Mr. Elliott could not get his mules to Spur in time for the sale. Mr. Elliott was tied up in Munnings last week being several days late. Farmers in that district has a bunch of fine mules at the Farmers Vagon place them at the district farmers next Saturday.

### A WEEK OF PRAYER

The various churches in our city are going together this week for a week of prayer. Prayer meetings are being conducted at different churches each night, the congregations uniting for this purpose. This is being in co-operation of the National Week of Prayer movement which is going on all over our nation.

### Spur Cream and Bottling Works Make Extensions

The Spur Cream & Bottling Works are manifesting a great deal of confidence in the Spur trade territory for the year 1928, and not only for this year but for the future. Last week this firm closed deals for two good brick buildings as a home for the business. The Link Building which has been the home of the business has been secured for the cream factory. The Morgan Building just east of this one was purchased and will be the home for the Bottling Works. Scott's Grocery which has been housed in the Morgan Building will move into the Link Building where the Spur Tailor Shop has been. In the near future a building will be erected for the Spur Tailor Shop.

In addition to acquiring a new home for the business, there has been new equipment added. A new Dixie bottling machine has been installed. This machine operates automatically and has a capacity of sixty cases per hour. A new boiler has been added and a new bottle washing machine has been purchased but has not been received. This machinery is in transit and will be installed within a few days.

The building in which the Cream Factory is located will be ceiled overhead and the walls plastered. This building contains the refrigerating department and will be also equipped with can racks and other equipment needed for the business.

It will not be long until Spur can boast of one of the best plants in this line that is found in the State. It is hoped it will receive the patronage of the people in a great way. This little factory affords the sale of many a gallon of milk for the farmers and it also brings many dollars into the county.

### O. C. Newberry In the Race For County Judge

O. C. Newberry is announcing as a candidate for the office of County Judge and Ex-Officio Superintendent of Public Instruction for Dickens County, subject to action of the Democratic Primary in July. Mr. Newberry is a Democrat of long standing, has been a booster for his community and for the whole county. In stating his attitude in regard to county interests he committed himself in favor of good roads, good schools and more efficiency in teachers for our county. He said, "I am in favor of getting every appropriation possible for Dickens County. The wealthier counties get these by going after them and if we get them we will have to do the same." Having served the county almost six years as County Commissioner gives Mr. Newberry a very good idea of how to go after these appropriations. He understands the needs of our county and of our schools. He served as a teacher for six years and has been on the school board in his home district for many years. Mr. Newberry is a business man, is conscientious and will serve the county impartially if elected to the office to which he aspires.

### SORE BUT STILL CHEERFUL

W. M. Ledford was out on the streets Monday moving around in a very careful manner as the result of a car wreck he incurred a few days ago. Upon being asked about Christmas Mr. Ledford remarked, "Christmas was joyful enough, but I am still sore from the wreck." He laughed about the accident that befell him, stating that by the time he was able to be up there were three ambulances and five doctors there to look after him. He was just a short distance from Anson when the wreck occurred. Mr. Ledford has been unable to be on the road the past few weeks on account of his injuries and laughingly remarked that he was afraid the people's hands would be getting cold soon if he did not get out to sell some more gloves to merchants.

### Cows and Chickens Pay Expenses

Mrs. F. E. Walker of Highway community, was in the Times office one day this week talking about community club work and other ways of home and farm improvements. In the course of her conversation she stated they were milking four fine cows from which they were selling cream and butter each week that amounted to around twelve dollars. Then her next statement was to the effect that the eggs produced by their farm flock was bringing in about six dollars per week. Mrs. Walker further stated that they expected to give more attention to these things this year, that her husband was preparing to build a good barn for the cows and that the farm flock would be looked after with good houses and proper feeding. Eighteen dollars per week means lots of money if we multiply it by 52, the number of weeks in the year.

### BRYANT-LINK COMPANY 1928

Fortunate Forgetfulness  
No man can collect damages on the mistakes he has made. We should all learn some valuable lessons from our errors but regretting, lamenting or worrying over our fool blunders of yesterday is as silly as shivering over last year's snow. The regretful man is the remorseful man. Regrets inflame self reproach and in this mental attitude we tackle our opportunities in a humiliated pleading manner. Regrets take away that necessary self confidence; then we go at our opportunities in a half-hearted way. Life means go ahead. When we try to turn backwards in our thoughts, our regrets clutter up that courage to go through. Bewailing or deploring our past mistakes will not fix our present problems. Everybody should profit by the mistakes of the past, but why suffer on account of the past by the madman's act of brooding. Let us get out on the hill of Fortunate Forgetfulness and bury our mistakes under a rough boulder and inscribe upon it this epitaph: "Any man is liable to make mistakes, but only a fool will try to resurrect them."

We are trying to make the mistakes of the past stepping-stones to carry us to greater achievements. 1927 was a good year to us. We made our share of mistakes, but all and all we are proud of our business, not satisfied, but determined to make 1928 Bigger and Better. We must, we want your help continued which you so generously gave us in 1927. Yes, 1928 should be better for we have the experience of another year to help us. We still believe it is a Good World and we want to stay here as long as it is God's will. We believe our business has a place to fill, that the town and country need us and we need you. We just want to do our part better.

Sure, new goods are coming into all departments of our Big Store. We had our stocks down lower January 1st than for many years, so you will get new goods now.

Come on with the crowds and bring the children.

BRYANT-LINK COMPANY

### W. F. McCarty Announces For Tax Collector

We are authorized to announce W. F. McCarty as a candidate for the office of Tax Assessor for Dickens County subject to action of the Democratic Primary in July. Mr. McCarty is making this race upon his merit as he has served the people in that capacity for four years, and understands thoroughly the property values in the county. He has made a very commendable record in the office since he has been intrusted to its duties, and he asks for another term feeling that he can serve the people better than he has ever served them before. He will appreciate your consideration of his claim.

James Coy Dopsen of Dry Lake, was here Tuesday attending to business affairs.

### Should Spur Have Program for 1928?

Long ago it has been discovered that no town ever makes any progress unless the citizenship of that town has a definite program to carry out. There are many things that would mean much to Spur and the Spur trade territory and all of them are needed, but the question is, which do we need first or need the most. A substantial city cannot be built in a day, and this is one reason why Spur has stood the storm during the hard times. The town has not been built beyond the country around it. It has kept pace with the farming and other industries of the West. It has not been boosted beyond its real value and no blue sky propositions have been put over here.

But we cannot continue to be a progressive town in a moderate way unless we outline a program of community interest and work to carry it out. The following are a few things that it might pay to consider:

1. We need a utility man—a man to look after the general interests of our town. Not to run our city government, but to look after our Chamber of Commerce work, our Fair, see that our town is represented in conjunction with other towns. To look after our Band, etc.

2. We should arrange data, maps, etc., and place our claim for natural gas in our city. Other towns have secured this, and we can, if we will do the right thing. Spur is large enough to afford any gas company a good income by entering a business here.

3. We need a new school building in our town. Our schools are crowded beyond their capacity and we are losing much in an educational line. Again, we have no way to introduce vocational or business training into our curriculum. We should not wait until next fall but start soon to arrange for this.

4. We need a city auditorium and a place for our city offices. Every meeting to be held in our town has to be conducted in one of our churches. This is very good for there has been no meetings of any kind but what could be taken to a church. But our church auditoriums are all too small for many purposes. They are not built for community meetings.

5. A few blocks of paving on main street would not come amiss. It would not cost much to try a few blocks and see how we like it, then we might want more. Most all towns the size of Spur has several blocks of pavement down and all of them are proud of it and are paying for it in a pleasant way.

6. Our town and country needs a creamery. The farmers have now a fine line of good cows and are producing much cream in the county. Again, there is much butter and other creamery products being shipped into our community that can be produced here, furnishing a market for the farmers cream and employment for several people.

These are just some suggestions that we might be thinking over, and most all of us agree that it would be nice for us to have some or all of these in our town. Well, we cannot get them unless we go after them. We can do just what we want to do, if we want to bad enough.

### Woman's Missionary Society

The Woman's Missionary Society of the Methodist Church met on Monday, December 19.

The following officers were elected for the year 1928:

- President—Miss Etta Fite.
- Corresponding Sec'y—Mrs. J. B. Davidson.
- Recording Sec'y—Mrs. Leonard Joplin.
- Conference Treasurer—Mrs. J. P. Simmons.
- Local Treasurer—Mrs. J. E. Morris.
- Superintendent of Study—Mrs. V. C. Smart.
- Superintendent of Young People—Mrs. Otto Mott.
- Superintendent of Children—Mrs. W. O. McCrary.
- Superintendent of Social Service—Mrs. G. H. Snider.
- Superintendent of Supplies—Mrs. C. Fite.
- Voice Agent—Mrs. M. E. Mauning.
- Reporter—Mrs. S. H. Twaddell.

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### What Is the Future For the Country Church

It may be truly said that almost, if not altogether, as well could we as a people lose any other of the most potent factors in the Nation's life as the venerable, time-tried and God-approved institution of the country church. For centuries it has been the center not only of the rural community's spiritual activities, but also of its other enterprises for the common weal.

In many cases the country church is also the schoolhouse or the schoolhouse church. And this is not a bad combination when the teacher is one who has eternal hope fixed on the one Book, tincturing to a greater or less degree the knowledge in the text books with that gained from the inspired Word.

The great truths promulgated by the great Teacher were as practical as spiritual. He never enunciated a spiritual law that was not in entire accord with the conditions under which men live. Every fact needed by man to make his earthly pilgrimage harmonious and happy is to be found in what we call the Bible. In too many cases more is thought about the schoolhouse than of the church house—too much emphasis on the secular and too little on the spiritual. Mount Parnassus is all right for worldly knowledge but it requires a Sinai, or a Carmel, or a Horeb for spiritual revelation.

The Pierian Spring is all right for slaking the thirst for material knowledge, but it is from the Fountain of Life that the stream comes that satisfies the thirst for spiritual things.

Secular education alone can not make a well-rounded and properly-educated person, for the very good reason that man is as naturally spiritual as he is material.

It is said that there are about 100,000 churches in the United States in the country and towns of less than 2500 inhabitants. There are said to be in the State of Ohio alone "1100 empty deserted churches, with neither pastor nor congregation." The same condition to a greater or less degree we are told exists in every state. Naturally, the question arises, What is the trouble?

Various are the solutions offered for "the problem of the country church," as it is called by those most interested. But here is one offered by a man of long experience, who has made, and is still making a study of it. He is Dr. Henry W. McLaughlin, "country church director of the Presbyterian Church, U. S. A." Dr. McLaughlin says:

"There is no satisfactory solution of the problem of the country church other than the Gospel preached by a spirit-filled and sacrificial ministry, amply trained and definitely consecrated to the task. It must be the Gospel of the throne and of the altar—the glory of God and His grace, through Jesus Christ."

Some of the Assigned Causes  
 The causes assigned for the decadence of the country church are as numerous and varied as are the solutions offered for overcoming it and reinstating this splendid and necessary institution in its former position. Among them are these:

The automobile; the radio; greatly increased interest in sports of every kind; increased interest also in amusements; lack of efficiency and ability on the part of ministers supplying country churches; need for resident ministers, but inability to pay them; competition in rural communities as to cost and number of church buildings.

It must be admitted that not any one of the causes mentioned is responsible, but more likely all of them. Of course, the one cause may be summed up in three words—lack of interest. But the things mentioned above are said to be responsible for this lack of interest. One other reason is offered, that of unattractive house and grounds as well as uncomfortable seats and lack of necessary upkeep.

Those who give competition in

church building as one of the principal causes say that this produces continuous "drives" for money which results in "driving" the people away. As stated before, all these "causes" have their effect, and as Grover Cleveland once said with regard to some great state matter, "It is a condition and not a theory, that confronts us." The problem is still here, and assuming that we know the causes the very significant question arises, What are we going to do about it?

Those who assign lack of appealing preaching as the main cause say that if country churches could afford to pay their same salaries that city churches pay to ministers the problem would be solved. This, they also point out they cannot do, which leaves the problem unsolved, so far as that particular factor is concerned.

#### Matter of Church Buildings

It has been said by men of both business and religious views, that much of the cause for the waning of the glory of the country church lies in the fact that every denomination represented in a country town or village loads itself with a great burden of debt in order to have a church house of its own. They contend that one such building should be used by as many as four different denominations—one each Sunday of the month, with fifth Sunday every third month for good measure.

And there are men with decided views as to church ordinances, who say these should not stand in the way, since practically all Christian denominations agree on the one great essential—that it is through the shed blood of Jesus Christ on the cross that sinful man must be saved.

Then why not all together to listen to the preaching of ministers of each denomination as their turn comes under such arrangements?

It is contended also that such an agreement would do more to break down sectarian lines, maintained largely by unessentials, than anything else.

Certainly this would be a consummation devoutly to be wished. And no one could deny the weight of the argument that it would be vastly more economical than the present plan, which is wasteful in money if not in spiritual effort.

#### Full Time Resident Minister

Summing up the whole matter, it may be said that all the causes given have together produced the condition of the country church as a whole, which the doctors would call a run-down or anemic condition. The diagnosis to the effect that it is languishing seems to be pretty well agreed upon.

The next question is whether or not the remedies suggested will prove effective. There seems to be a nervous condition as indicated by the automobile—wanting to go all the time. Greatly increased—abnormal—interest in sports and amusements are symptoms of "false appetite." Poverty induced by spending too much money on unnecessary buildings produced an anemic condition financially. One patient doesn't need four or five houses to live in. And one is constrained to believe that failure of the doctor's medicine to effect a cure is more the fault of irregular visits than poor prescription.

Common sense seems to suggest that one good doctor resident in the community would be more familiar with the dispositions, temperaments and difficulties of his patients than would four or five, each paying an occasional visit.

The "rest cure" of an hour or so at least once a week in the house of God should be effective for the nervous condition. The tonic, consisting of spiritual drafts, should overcome the abnormal appetite if properly prescribed and administered by a good physician. One building and premises for the patient should overcome the anemic condition. Then, with an atmosphere of Christian love, a tonic of mutual encouragement and good cheer, and proper exercise in religious activities, there should be rapid and complete recovery.

Recovery depends most upon the patient's willingness to take the prescribed course of treatment.

Beautiful is the picture that comes to the minds of thousands who were attendants of a country church in their youth. They see the little church with its surroundings; they see the man who, in quiet meekness and Godly conduct broke as best he could the Bread of Life to his neighbors and friends. They see him as he calls to congratulate the parents upon the arrival of a little one at their home; they see him later on as he teaches that little one his Sunday school lesson; they see him again as he unites him and the girl who has grown up with him in wedlock's holy bonds; they see him, too, as he comes during the illness of a member of the family, and again as he comes to condole with those who lost a loved one, and conducts the

funeral services with a heart so full of real sympathy for them that it is with difficulty he performs the last sad rites.

Again, they see him as he lay on his own death bed, bidding friends and neighbors good-bye and assuring them that he would soon be in the presence of Him who came to save sinners; they hear his assurance that all is well, while a smile of triumph rests upon his lips as he descends into the dark waters, a victorious soldier in the Army of God.

Such is the life and work of the faithful shepherd of the little flock over which he so long and faithfully watches. May there continue to exist many such as he, and may the little folds wherein they feed and protect them not be allowed to fall to decay and become only a faint but glorious memory.

"I am the good shepherd; the good shepherd giveth his life for the sheep."

#### THE WELL-SPENT DOLLAR

The American Motorists' Association is responsible for a proposal that is as novel as it is interesting. If the plans of this organization come to maturity its officers will memorialize Congress in favor of having the Federal Government allocate to the several states, for the purpose of constructing World War memorial highways, the greater part of the \$407,000,000 which France owes the United States for materials bought after the Armistice. The originators of this plan propose that this sum be parceled out to the state on a pro rata basis determined by the volume of Liberty Bonds bought by each commonwealth. Preliminary estimates indicate that a distribution made on this basis would give New York \$97,000,000, Illinois \$25,000,000, California and New Jersey \$15,000,000 each, and so on down the line with \$127,000 for Alaska.

The association would thus dispose of 90 per cent of the \$407,000,000 and would favor the appropriation of the remaining 10 per cent for the construction of a whole series of fine highways running from important cities to the national capital.

There is much to be said both for and against these proposals that they are bound to occasion some lively debate. There have been so many slips 'twixt cup and lip in the matter of collecting European debts incurred during the war that many of us will believe the eagerness of our motorists to file a claim on these French debts to be as optimistic as it is premature. We shall only be courting disappointment if we are rash enough to spend, or even allocate, a single penny of these war obligations before the funds are in the hands of the Treasury Department.

The general movement for the extension of motor highways, broad, straight and smooth, needs no defense. The good roads movement in Britain was started by Julius Caesar a generation or more before the beginning of the Christian Era. In the United States it did not get under way until the 1890's; but it has already attained such impetus that we are every year completing a greater

mileage than the great Roman builder achieved during his whole military career.

Even at that we have made only a beginning. We have thousands of miles of improved roads that fully met the needs of an earlier decade, but which must presently be straightened out, widened and rid of dangerous curves and excessive grades. Countless towns and villages must remain in a state of virtual isolation until new highways connect them with the centers of trade and give them accessible primary markets.

A statement made by Dr. S. M. Johnson of the American Motorists' Association explains why motor-car drivers feel that the proceeds of the debt indicated should be devoted to road improvement. According to this authority the United States sold to France some \$400,000,000 worth of road material for twenty cents on the dollar. Some of it was used to build and to repair roads in France and became part of the permanent physical assets of that country. It had nothing to do with saving France from a common enemy. It was purely a commercial transaction. Mr. J. B. Weeks, president of the American Motorists' Association, well says that it is time to put a stop to the economic waste resulting from the operation of billions of dollars' worth of practically 100 per cent efficient motor vehicles over roads that cause an automobile deterioration of 40 per cent.

There is no easier or quicker way of getting rid of money than in needless and ill-advised road building; but when every dollar spent buys a dollar's worth of substantial and needed highway it is laid out to as good advantage as the taxpayer's dollar is ever employed.

American Telephone & Telegraph Co.—Bell System  
 153rd Dividend

The regular quarterly dividend of Two Dollars and Twenty-Five Cents (\$2.25) per share will be paid on Monday, January 16, 1925, to stockholders of record at the close of business on Tuesday, December 20, 1924.  
 H. BLAIR SMITH, Treasurer.

Drive the new Dodge!  
 Dodge—the car sold by McGee & Berry.

### 20th Cent Club P For

- Special paper—Mrs. Subject—"Do We Fail Good Citizenship"—by L. E. J. Cowan.  
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 2. "Moral Duties of a Free Citizen"—Mrs. Leslie Roberts.  
 3. "A Syllabus of Civics"—Mrs. Malone.  
 4. "Sentiment in Politics"—Mrs. Caraway.  
 5. "Functions and Influence of Government"—Mrs. Campbell.  
 6. "Taxation and Government"—Mrs. Crockett.  
 Round Table—"Civics Should be Discussed Thoroughly."  
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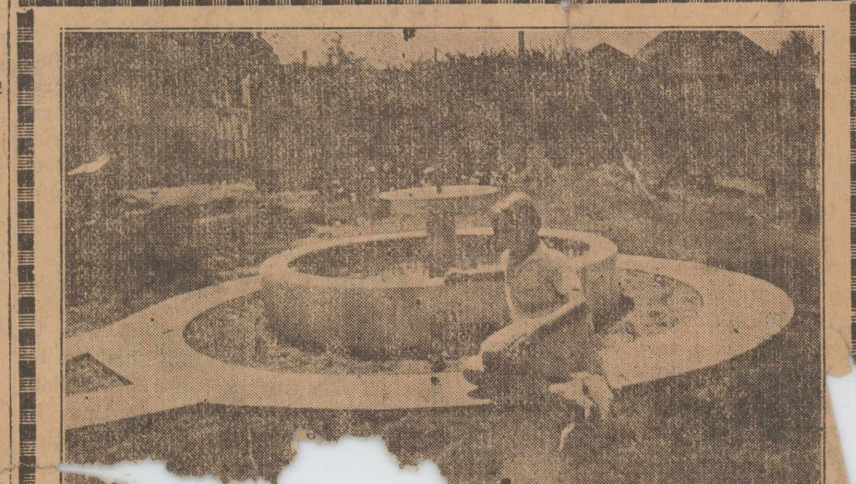
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**BRAZEL LUMBER CO.**  
 A GOOD YARD in a GOOD TOWN

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### Blows In-Takes Orders-Blows Out

It is the strangest thing in the world how easy it is for a total stranger to come into town and take orders. Last week there was a man here taking orders for clothing. So far as we know he had no property here or anywhere else outside his sample case, but he was shelling the woods and many of our business men according to some accounts were patronizing the man. Of course these business men that were patronizing him were not in the dry goods or tailor business, but as Barney Google would say, "they would fell hurt" if the dry goods and tailor boys in this city would now turn their trick on them and send off some where after their groceries, auto tires, rods or have their cotton ginned somewhere else.

As stated above outside evidence revealed no property behind this mail order bird. His samples, perhaps were fine, but what assurance have you that your clothes are going to come up to the samples? When assurance have you that the clothes will fit, and if they don't what are you going to do about it? What resource will you have with a fellow that has nothing to back up his words other than his words. If times get pinchy and you need some help, do you suppose you will be able to locate this agent? How much taxes is he paying to help educate the children of this city? Seemingly, he was way underselling local dealers, but do you suppose he thought so much of the citizens of Brownfield that he was willing to come here and sacrifice all profits? Hardly. The world market on clothes is about the same to everybody—quality considered, and the fellow that offers you something cheap will deliver something cheap, and you can bet your sox on that. The Herald can get a typesetting machine about two-thirds the price of the one it bought, but it didn't want it in the house. We wouldn't pay the taxes and repair bills for the machine.

We know personally that one of our dealers in tailor made clothes has samples which he applied for to meet the competition of these strange market peddlers. They are cheap look good. They are wool, yes, but it is made of the short clip wool, just like you are going to get. With all due respect for those who patronize these strangers, let's desist from this one and go to our local dealers first, and see what they have, and if there is a little profit coming, let's let a home product have it. Let's remember that we all live in glass houses before we start rocking the other fellow—Terry Co. Herald.

One of those birds was in our city a few weeks ago hanging around the drug store, barber shops, etc., selling shirts, odd trousers and suits. He was requesting a small payment down on all orders. The next news we had of him he had skipped the country, leaving the greater portion of his earthly record in the form of accounts unpaid to those who had placed confidence in him.

Many towns have laws which make it so uncomfortable for these peddling sharks that they desist to do business in them. It might be advisable for Spur to arrange a code of regulations which will protect, not only our business men, but the people in general, and especially those who are frisked out of hard earned savings by the street peddler. We feel that our farmers who live here and pay taxes to assist in making our country progressive have a legal right to sell any farm products they may have. It is the straggler strolling through the country with nothing in view except to get money, having no conscientious scruples as to how he gets it, and who has no pride in himself or respect for those who patronize him, that we are opposed to. Let's stop the street blanket seller, the rain damaged goods seller, the government harness seller. They have no more right to the consideration of the people than the fortune teller or any other bum.

Mr. and Mrs. J. N. Lawson of Afton, were attending to matters in our city Saturday.

Mrs. Evelyn Nichols of McAdoo, was doing some shopping with our merchants Saturday.

Prof. Kelley, Superintendent of Croton schools, was in our city Saturday looking after business matters.

J. L. Parsons of Watson, was in our city Saturday and stated everything in Watson community was doing all right.

—Blue Profit Sharing Stamps—

### Greatest Scare Of My Life

CLARENDON, Texas, Dec. 24.—The following is an account of a buffalo hunt as told by Mayor Henry W. Taylor of Clarendon, 77 years of age, a relative of Colonel Goodnight's, and himself one of the oldest of Panhandle settlers living today.

"On September the first back in 1872 I was invited by six old veteran buffalo hunters from the Canadian frontier to go with them on a hunt on the frontier of Texas. We started from a partially settled country and had to travel some 150 miles before we came to a place where there were plenty of buffalo. I will mention here our mode of travel. It was by ox team these old hunters with whom I was traveling having two good teams with them. The reason for using ox teams was that the Indians would drive off and steal mules and horses, whereas they would leave oxen unmolested. They cared nothing for oxen as meat as there was plenty of buffalo, deer, antelope and wild game; but they would shoot arrows into the oxen just for meanness as they passed by the teams.

Near Seymour

"Our first camp was some 20 or 25 miles of where Seymour now stands. It was on the creek called Pony creek, which I learned later took its name from a bunch of Pinto ponies which ranged up and down its banks. After getting our camp all arranged, we made a great killing of buffalo. Something over 500 were killed at this camp. We dried and poisoned the hides and cured the meat and tongues. We built us a smoke house of hides which I would say was about 16 feet wide by 75 or 100 feet long. We cured the meat by taking what we called hams out with the stiffen and treating it in the following manner, which these old hunters had learned from long experience. We had a large kettle that held 50 gallons of water. We built a crude furnace to hold this kettle. To 50 gallons of water we added enough cayenne pepper to make the water thick enough to hold up an egg. Besides the pepper which was used to keep the flies away from the meat, we used enough saltpeter and salt in the water to make it a preservative to the meat. After bringing the water to a boil over the furnace, we cut bear grass which we dipped in the boiling water to make it pliable. We then strung the meat on these pieces of bear grass, each piece on a string by itself, and dipped it two or three times in the boiling water. After this it was hung up in our smoke house, where we built a smoke and smoked it five or six days. We then took the meat down and stacked it in one corner of the smoke house, where it stayed until we had accumulated several thousand pounds. The meat was perfectly cooked for about a quarter of an inch from the surface, and inside it was as perfectly fresh as it was the day it was killed and would remain so for a long time.

Christmas Dinner

"We stayed in this camp until about the first of January 1873. I want to tell you about the Christmas dinner we had in this first camp. It consisted of buffalo, marrow from the bones of the buffalo, buffalo tongue and a big turkey gobbler, of which there were thousands running wild near our camp. We sat around camp all Christmas day and listened to these old hunters tell their hunting experiences in Canada and from Canada to the Texas frontier. Now I'll tell you they told some thrilling stories of fighting Indians and killing buffalo. I think the youngest one of that crowd was 45 years old, while

the oldest was 65 or 70, and I was 22.

"On January the first two of the old hunters, with one yoke of oxen, bedding and grub, left for old Fort Belknap, where they were to secure ox teams to haul our meat and hides to market at Sherman, Texas. At Fort Belknap they secured an old teamster named Pete Snyder, for whom the town of Snyder was named. They brought him back with four ox teams and after we had loaded him out he set out for Sherman, where the meat and hides were sold by a commission firm who shipped them to eastern markets. Buffalo meat was a rarity in the east at that time brought 40 cents per pound, while the tongues sold at a dollar apiece, and the hides at \$1.50 each.

Another Big Kill

"After cleaning up our camp we loaded all camp equipment and started on west. We went through what they call the narrows, a place where the breaks of the Brazos and the Wichita rivers come together. I think the rivers at this point were about 10 miles apart. We traveled west until we came to another large buffalo herd and a good range. We camped on a creek called Croton which emptied into the Brazos river. The country was very rough consisting of cedar brakes and scattering hackberry. The wild turkeys were in this country by the hundreds, feeding on the hackberries. After establishing camp here and getting everything ready, we built us another smoke house of buffalo hides. By the way, I should have said before that the hides of which the smoke house at Pony creek camp was built were packed and shipped with the others to the market. Everything being in readiness we started out to kill buffalo. We stayed in this camp until about the first of March, killing 800 or 1000 buffalo. After we had been here two months the buffalo moved south. In the meantime the teams from Sherman had returned. They had a little difficulty in locating us but made it in all right. It took us two or three days to load the wagons and send them on their way again as we had done at Pony creek.

"We moved again slowly following the buffalo south. We crossed out into an open country and over a divide of the clear fork of the Brazos river. We traveled up this river to where there was a great open country within four or five miles of Fort Phantom Hill I believe. After traveling two or three days we came up with the tail end of the buffalo herd. Here we made our camp at a water hole which seemed to be the only one for miles around. This was I think on or near the head waters of Clear Fork. At this camp we found plenty of deer, antelope and turkeys, as well as wolves by the hundreds. We also saw lots of Indian signs but no Indians.

Had "Artillery"

"After shaping our camp we cleaned our guns which were of the 45-70 caliber with octagon barrels. Each weighed about 14 pounds and would shoot over a mile. All the rifles were made by the Sharp Arms company and were considered by all buffalo hunters as the most reliable gun made for the work. We also had one heavy number 8 shotgun which had a 28 inch barrel, and weighed 10 pounds. We kept this gun in camp with our cook for his protection against Indians and the outlaw who were prowling over the frontier from Texas to Mexico.

"Our camp was in a small open space not far from the water hole mentioned above. About 300 or 400 yards from our camp there was a low bottom some 200 yards wide. This bottom was covered thickly with wild sunflowers, which grew to the height of ten feet. This was a great feeding place for the wild turkeys which ate the seeds of the weeds. In

passing back and forth through the weeds, the buffalo had made narrow trails where they walked one behind the other.

Had Close Call

"It was in this sunflower bottom that I got the worst scare of my life. We had been there three weeks and had killed some 400 buffalo, when I laid off one afternoon to do some laundry work for my old friends and myself. That laundry work I want to tell you was very light, so after I had finished it I told the cook I would go down in the sunflower bottom and kill a couple of turkeys for next day's dinner. I took the shotgun left camp and entered the weed covered bottom. I got in one of the buffalo trails and after walking some distance, heard a rattling in the dry weeds ahead. When I looked up I saw a long line of old buffalo bulls coming to meet me in the trail. The foremost old bull was not more than 50 feet from me, and just about the time I discovered them he stopped short. That caused the whole line to stop. The leader had a heavy mop of hair over his forehead and covering his eyes.

His Nose Knew

"He could not see me but I suppose he smelled me as I had not had a bath in two months. There was only one thing to do that was to prepare for a flight, so I stepped as lightly as I could into the weeds and took up a position about six feet from the trail. There I stood waiting for the finish of myself or that old buffalo bull in the front line. I did not wait long before he made a grunt as much as to say the coast is clear and we will proceed. Here they came up the trail again very slowly. When the leader was opposite me he stopped once more. I had my gun down to my side and was aiming as near to his heart as I could guess. I shot both barrels. When the gun fired the old bull jumped into the air and turned in the opposite direction from me. That herd certainly did make noise running through the weeds after the wounded leader. I reloaded my gun waited some time before following them. The blood from the wound had spurted over the weeds, and I followed about 50 feet to where my dead buffalo was lying with the wounded side up. There was a hole behind the right shoulder into which you could have put a pint cup. My gun was loaded with 32 buckshot, so you can imagine the size of the hole it made.

"I returned to camp minus the turkeys and that night as we sat before the camp fire I related my narrow escape from death to my old friends. They all laughed at the idea of my killing a buffalo with buckshot, so early in the morning I led them to the place and showed them the fallen bull. As I have said we went out for hides and meat. We therefore set to work to skin my bull which took us about 30 minutes. We then cut into him just to see where I had shot him. We found I had shot away his heart as nothing of it remained but fragments. This ended the fun for that day.

—Blue Profit Sharing Stamps—  
Dodge—at the Lowest Price Ever Sold!

—Blue Profit Sharing Stamps—  
Dodge 4-Door Sedan, \$995.00 delivered!

FOR WORKING PEOPLE  
The best of workers get out of sorts when the liver fails to act. They feel languid, half-sick, "blue" and discouraged and think they are getting lazy. Neglect of these symptoms might result in a sick spell, therefore the sensible course is to take a dose or two of Herbine. It is just the medicine needed to purify the system and restore the vim and ambition of health. Price 60c. Sold by  
SPUR DRUG COMPANY

Chas. Dunlap of McAdoo, was looking after business matters in our city the last of the week.

Mrs. N. P. Smith of Dry Lake, was doing some shopping with our merchants Saturday.

E. Lisenby of Croton, was in our city the first of the week looking after business affairs.

F. E. Henze of Gilpin, was in our city Saturday doing some trading.

Ben Rutledge of Dry Lake, was on our streets Monday greeting friends and looking after business matters.

Rev. P. A. Stokes of Afton, was in our city Monday greeting his many friends.

Dodge—the Fastest Four in America!

A. M. Mimms of Dry Lake, was looking after business affairs in our city Monday.

"Collegians"

Mr. and Mrs. J. P. Wilkes and son, L. B., and Miss Blanche Miller, returned the last of the week from Central Texas where they had been spending the holidays with friends.

### LAST CHANCE

One Week!!

AND ONE WEEK ONLY

Don't Say You Didn't Know About it. We Are Telling You Now!

### LOWEST PRICES EVER MADE

We Are Going to Break All Price Records and Make Cabinet (4x6 Pictures)

Now Look—6 FOR \$2.95—In Folders—

Remember These Prices! Never Before and Never Again! Catch Your Breath and Read Again!

January 2nd to January 8th, 1928

Get Coupon From the Saleslady. Studio in K. P. Building

### SHUGART STUDIO

SPUR, TEXAS

### WHEN THEY CC

When old age crawls upon us and our bodies become infirm and unable to work; when the trying times and short crops hit us; or when we see an opportunity to make a good, sure investment and make money, there is nothing better than a good Bank Account.

Just a few dollars each month put aside for future use will soon grow into thousands. You could do nothing better than to begin to lay up for future emergencies by starting an account with this Bank.

### THE CITY NATIONAL BANK

SPUR, TEXAS

### Where Fresh Means — FRESH!



ANY ONE CAN SAY—

### Fresh Vegetables

But delivering them to the trade—day in and day out—throughout the year—ah, there's the trick of it!

Our Fruits and Vegetables are ALWAYS FRESH—because we do not buy in large lots—mostly home-grown!

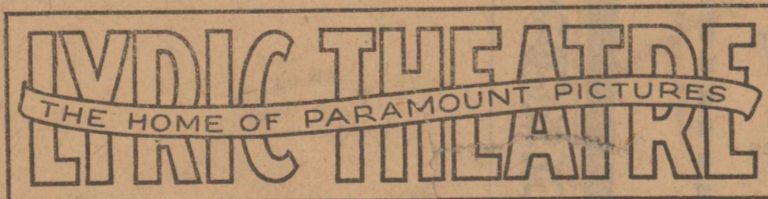
COUNTRY SAUSAGE EVERY SATURDAY AFTERNOON !!!

Blackmon & Son, Fruit Store

BY THE SPUR NATIONAL BANK

### THE'RE COMING !!

TO THE



### "THE ROUGH RIDERS"

ADMISSION

COME

MATINEES 10c & 35c

NIGHTS 15c & 40c

EARLY

FRIDAY

SATURDAY

—Blue Profit Sharing Stamps—

**POLITICAL ANOUNCEMENTS**

Candidates announcing for office subject to action of the Democratic Primary, July 28, 1928.

For District Attorney 50th Judicial District.

**WILLIAM B. COMBEST**  
(Re-election)

For Sheriff and Tax Collector  
**WALTER MALONE**

For County Judge  
**O. C. NEWBERRY**  
**W. A. CRADDOCK**

For Tax Assessor  
**W. F. McCARTY**  
(Reelection)

**Justifying the Restriction Of Immigration**

The National Bureau of Economic Research has just issued a study on Migration and Business Cycles that deserves to be commended to all students of business. There has been a great deal of loose talk about the value of untrained immigrant labor. We believe the policy of restriction of immigration to be sound. The restriction by quota may not have been the ideal method; perhaps the quotas were not correctly set; perhaps the time selected as base was not the best one. But a start had to be made, in restriction. And we have no sympathy with the suggestion for setting up a flexible standard, with a board to guess when additional foreign workers might be found useful in this country and admit them on the basis of the supposed commodity need of labor.

It is generally coming to be recognized that congestion in overpopulated countries cannot be relieved by emigration. But this report makes it clear that migration affords no relief to cyclical unemployment. It is made clear "that to a large extent low employment occurs concurrently in the country of migration and the country of immigration."

It does not seem to go from one country to another to find employment

another country with high employment; nor does it ameliorate conditions of low employment in one country with aggravating the same conditions in the other country. In short, migration would seem to hold out no real hope for amelioration of continuous or transient unemployment.

It is usually in times of marked business activity that a letting down of the bars is urged to secure more workers to aid in keeping up the high flow of goods and services that are being sought. Added population is wanted to help with the boom. This report brings out the probability that the inflow of large numbers of new workers into the United States in times of prosperity has been a factor in increasing the intensity of boom periods and consequently the severity of the subsequent depression. This suggestion has certainly a sound ring. The problem of the recent immigration in times of depression is familiar to all social workers.

A great deal of attention—perhaps too much—has been given to the melting-pot aspect of immigration. It is well that sociological considerations should be supplemented by purely economic studies of immigration.

**HUDSON-ESSEX COMES OUT IN NEW MODELS**

The Spur Hudson-Essex Company received some Hudson and Essex cars the first of the week which have some very striking improvements. There are said to be more than a hundred different improvements in the new models over the old ones. There is one feature that will appeal to many people, and that is the reduced price which is now on.

We understand there are several carloads in transit and will be received by the local dealers sometime next week. It is hoped that new home for the Hudson-Essex Company will be ready by the time these cars arrive. The building has been held up for several days on account of the cold weather. Part of the floor is in, but the front has to be installed and the ceiling and plastering done before the building can be occupied.

Messrs. Manning and Harkey, who compose the Spur Hudson-Essex Company, say they expect to have their

cars where the people can see their real value and beauty as soon as their new building is done.

**FIND PEANUTS A PROFITABLE CROP**

Mr. and Mrs. A. J. Richey and H. B. Lewis of Crook community, were in town this week making a shipment of peanuts which they had raised on their farms. In commenting upon the crop Mr. Lewis said he had marketed about 300 bushels which brought him \$1.20 per bushel. Mr. Richey stated that he harvested about forty bushels per acre and received \$1.20 per bushel for them. He said peanuts was a better paying crop than cotton at twenty cents per pound.

We do not know who furnished the market for the peanut crop this year. The City National Bank bought them last year, and we feel sure that they had something to do about the marketing this year.

It looks like it would be a good idea to raise a few peanuts along with the cotton and other crops. The hay is very fine feed and they are a fine money crop too.

**WIENIE ROAST**

A number of the Leagues went on a wienie roast last Thursday night. The following enjoyed the picnic: Clarice Thannisch, Elnora Morgan, Charlie Hayes, Edith Ince, Gladys Smith, Verna Davis, Tommie Smart, Allie Biggs, Rena Collier, Velda Crump, Flora Denson, Velma Pendleton of Borger, Leland Wilson, Enoch Pendleton, Harold Jones, Kelsey Putman, Crate Snyder, John Davis, Spencer Browning.

Misses Elnora Morgan and Verna Davis spent the Christmas holidays visiting with friends in Abilene, Anson and Cisco.

**Hard Sauce**

1-3 cup butter.  
1 cup powdered sugar.  
1-3 teaspoonful lemon extract.  
2-3 teaspoonful vanilla.  
Cream the butter, add sugar gradually, and flavoring drop by drop to prevent separation—serve.

**"Collegians"**

—Blue Profit Sharing Stamps—

**1928**

In starting the New Year everyone should look forward with hope for greater accomplishments. "What shall be My Aim?" is a question for each of us to solve. Farmers and business men of Spur territory should cooperate to build a greater Spur and develop a better Spur country. There is but one way this can be done—each one mutually working for each others good.

Farmers trade with your home merchants. Farmers of Central Texas have made Dallas a great city by patronizing Dallas business men. And what are the conveniences these farmers enjoy? Good roads, good markets, good transportation facilities, good schools and good homes near the city. That is what you will enjoy in a few years by standing by your home business men.

Merchants let's work to give our farmers the best marketing facilities possible. Let's lend him every encouragement in his farm programs, serve him with the best merchandise, the greatest variety of stock and show him our appreciation. Again, let's stand by each other as business men, keep our businesses on clear cut lines. If you see a groceryman don't try to hedge the market man for both are needed by the people of town and country

Let's all be considerate of our neighbors' rights and shoot square with our competitors. If a stranger insists on establishing a legitimate business in our town, let's welcome him even though he may be a competitor. He will open up a new field of trade and bring customers to our town we failed to get.

**BRYANT-LINK COMPANY**

Don't fail to see Mary Lou.

**1928 IS HERE**

And with it has come to our

**LADIES WEAR DEPARTMENT**

A Shipment of

**NEW SPRING DRESSES**

1927 marked the high point in our Ladies Wear Department. Mrs. King says 1928 must be Bigger and Better, and by her experience in such places as Abilene and Stamford and the years she has been in Spur, we feel safe in saying if you allow her to help you in the selection of your Dresses, Coats and Hats you will be delighted

Don't fail to see Mary Lou Wash Frocks. We have never seen any such values. Come quick so you may get your choice of these Wonderful Frocks

Saturday we will show another lot of Spring Coats and Hats

Ladies are coming from towns larger than Spur to shop in our Ladies Department

Don't forget to ask for your Profit Sharing Blue Stamps Come On With the Crowds and Bring the Children.

**BRYANT-LINK COMPANY**

"Come on with the crowd and bring the children"

## WE THANK THE GOOD PEOPLE

For the excellent business we enjoyed in 1927. We appreciate your patronage greatly and thank you for your loyalty to us and to Spur in general.

# Spur Hardware & Furniture Company

The Home of the  
Orthophonic Victrola  
"SPUR'S OLDEST STORE"

### Wonderful New Chevrolet Car

Surpassing all its former achievements as a leader in the building of low cost transportation, the Chevrolet Motor Company, today announces the most distinctive low priced automobile of all time.

The announcement of a complete new line of Chevrolet cars follows immediately on the close of Chevrolet's greatest year when its volume of one million units made it the world's largest builder of automobiles, and presages a year of unexampled activity for the organization that has been the pioneer volume producer of gear shift automobiles.

Known as the "Bigger and Better" Chevrolet, the new car that goes on display throughout the United States today, not only succeeds the "Most Beautiful Chevrolet" but incorporates all the advantages that made the latter so popular and in addition embodies a host of refinements that combine to produce what General Motors officials believe will be the sensation of the automobile industry in 1928.

A quick picture of the new car that seems destined to write a new chapter into the history of the automobile business may be had by noting the following highlights of the 1928 Chevrolet.

Extended wheelbase, greater speed and power, four wheel brakes, longer roomier Fisher bodies, new Duco colors, thermostat cooling, shock absorbing springs, motor inclosure, and indirectly lighted instrument panel and other advantages built in as a result of lessons learned through 13 years of constant progress.

The "Bigger and Better" Chevrolet owes its outstanding virtues to the manifold facilities at the disposal of the Chevrolet Motor Company, including the General Motors Proving Ground, the General Motors Research Laboratory, the Chevrolet experimental laboratory, the Chevrolet engineering laboratory and the skill and resources of the Fisher Body Corporation.

Seven passenger cars, including five closed and two open types, comprise the line. Every driving requirement is cared for in the make up

and appointments of the various body types.

Beauty in appearance, performance in driving and economy in operation are the keynotes of the car that owes its every detail to withering tests of days, weeks and months under all types of weather, road and driving conditions.

Every detail has been proved true in exhaustive tests. As a result, the new line achieves to a degree hitherto unexampled in the low priced field a standard of smartness, advanced performance, striking color combinations, completeness of equipment and minute attention to style, comfort and luxury.

The new car has a distinctive big car appearance entirely foreign to its price class. This is achieved by adding four inches to the wheelbase, bringing the present total to 107 inches.

The frame also has been deepened and strengthened to make smoother riding, sturdier and better balanced car.

The four inches that have been added to the frame materially increase the beauty, and the effect of bigness of the finished product.

Stressing the beauty of line are new honeycomb Harrison radiators of deep, slender, graceful design. Their added depth has so raised the front of the car from the cowl to the base of the new low radiator cap the line is unbroken and nearly level.

Radiator shells are of non-rusting airplane metal; while thermostat control of the cooling system is an additional feature.

Complementing the extra four inches in wheelbase is increased length in several of the body types. The coach body is five inches longer than a year ago. The sedan body likewise has been increased two and three-quarter inches.

Among the many new body refinements is a fully inclosed and indirectly lighted instrument panel, oval in shape, with the speedometer, ammeter and oil gauge in full view for day or night driving.

All passenger models have larger 30 by 4.50 balloon tires and steel disc wheels as standard equipment. Other standard equipment includes stop-light, rear vision mirror, gasoline gauge, complete tool set, and theft-proof steering and ignition lock. Ad-

ditional equipment is standard with individual models.

All closed bodies are by Fisher, styled and designed with the smartness and beauty for which the Fisher name is famous. All are of composite steel and hardwood construction of the type found on the highest priced cars. And all are finished in genuine Duco colors—five beautiful combinations on the seven models.

The Imperial Landau is finished in Cossack brown Duco with Mountain brown body beading and gold striping; the Coupe and Sedan in Faunce green Duco with black body beading and striping in golden yellow; the sport Cabriolet in Dundee gray Duco with Brocatelle green Duco beading and gold stripe; the Coach in Avenue green Duco with Tartan tan wheels, black beading and striping in gold; and the open Touring and Roadster in Falmouth gray Duco with body beading in black and striping in French gray.

Mechanically the car has been improved to parallel in performance, speed and roadability its new beauty and advanced body design. It is powered by an improved valve-in-head engine that in road tests developed 34.6 per cent more power and approximately five more miles per hour than the previous Chevrolet engine.

New features developed in the engine include a new motor inclosure which completely covers the valve lifts and makes for a quieter and cleaner engine, new crankcase breathing system which eliminates the leakage of engine fumes through the body of the car; new two-port exhaust; new alloy constant clearance "invar strut" pistons; new hydro-laminated camshaft gears, improved mushroom valve tappets, and larger camshaft.

An oil pump provides efficient lubrication to all bearing surfaces; while an AC oil filter and an AC air cleaner protect all moving parts of the engine from dirt and other foreign matter, thus adding materially to the life of the motor.

The new four-wheel brakes represent an outstanding achievement of General Motors and Chevrolet Engineers. They are the non-locking type, with positive brake linkage.

Front brakes are internal expanding and rear brakes external contracting. Front and rear brakes have been proportioned to prevent side drag or pull. Their total braking service amounts to 189 square inches.

Each brake has an individual, easily accessible adjustment, while "stops" are provided at the wheels to simplify the adjustment operation. So accurately has the leverage on the foot pedal been worked out between the front and rear brakes that maximum application of the brakes is obtained with a very slight pedal pressure.

In addition to the four wheel brakes the new cars have an emergency brake, with an additional braking surface of 70 square inches. It operates entirely independent of the four wheel service brakes, thus assuring adequate braking facilities at all times.

Another important achievement in the 1928 line is the new shock absorber semi-elliptic springs which run parallel to the frame and equal 84 per cent of the increased wheelbase of the car. The springs represent still another innovation pioneered by Chevrolet engineers.

They provide 50 per cent better riding qualities than the old type of spring, according to observers.

In developing the new springs, Chevrolet engineers strove not only for smooth boulevard driving but also for maximum comfort at high speeds over rough roads.

This end could be attained, they discovered after exhaustive testing and experimenting, through increasing spring friction by putting reverse "checks"—two to each spring—midway between the center shackle and the spring end. These "checks" resemble inverted steel bows with the center section pressed down against the top spring leaf under 600 pounds of pressure.

The new models have a slender 17 inch walnut finished steering wheel, while increased steering ease has been attained by the inclusion of several new features. Ball bearing thrusts have been added to the steering me-

chanism, and the steering ratio has been increased from eight to nine an one-half to one.

Transmission, universal joint and rear axle are of the dependable construction that gave such satisfactory service in the "Most Beautiful Chevrolet," as is the electrical system. An index to the safety of the electrical equipment and the approved vacuum feed type system, with safety tank in the rear is the fact that underwriter's approval gives the lowest fire insurance rates.

The chassis, in addition to its four-inch increase in length, has a new extra strong front axle. The frame is of channel steel 4 and three-quarter inches deep, with five rigid steel cross members.

Stewart vacuum fuel feed has been retained, and also the safety tengallon gasoline tank with gas gauge in the rear where a wide steel rear cross member protects it.

The lubrication of the chassis is by the Alemite gun system.

All models have one-piece deep full crowned fenders of heavy gauge steel, deep cushioned comfortable seats, ribbed rubber-covered steel running boards, chromium plated hood catches and hood handles with aluminum head on the hood, demountable rims with tire carrier and extra rim, indirectly lighted instrument panel, theft-proof steering and ignition lock, rear vision mirror, and complete kit of tools with tire pump and jack.

In addition to the closed models by Fisher have plate glass window, Ternstedt window regulators, one-piece VV windshield, remote door controls with lock in handle, military type survivor automatic windshield cleaner and dome light in certain models as well as foot rest, ash tray, robe rail, etc.

In anticipation of the demand of these bigger and better cars, Chevrolet factories are running day and night on capacity production. Shipments are leaving daily for all parts of the world, so that Chevrolet dealers may make prompt delivery on all models.

### SPUR'S FIRST BABY IN 1928

J. C. Perry, Jr., is Spur's first baby for 1928. He was born at six o'clock New Year's morning just six hours after 1928 made its appearance. He is the first son of Mr. and Mrs. J. Clyde Perry and is attracting a great deal of attention with many people.

Twins, a boy and a girl born to Mr. and Mrs. J. O. Adcock, Monday morning are the first twins born in town this year.

During 1928 we want to serve you better with a better stock of Hardware, Implements and Furniture. Just bring us your wants and we will take pleasure in helping you solve your needs.

### Interesting News About Lubbock

LUBBOCK, Jan. 4. (Special).—R. E. Swain has installed a 47,000 egg capacity Smith incubator here and is constructing brooding and breeding pens near Lubbock. He plans to build up interest in poultry by getting South Plains farmers to forsake the mongrel flocks in favor of pure bred poultry of one variety. An extension man will visit the flocks of the men, cooperating to assist in culling and to offer other assistance and suggestions. The farmers will have a ready market for the pure bred eggs at the incubator plant.

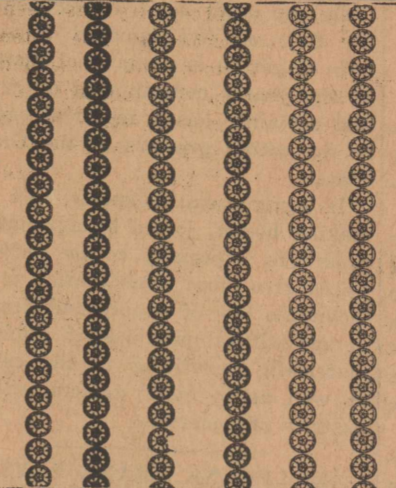
LUBBOCK, Jan. 4. (Special).—The annual meeting of the Texas Association of Fairs will be held at Dallas, Jan. 12, and 13, according to A. B. Davis, manager of the Lubbock Chamber of Commerce, chairman of the attendance committee.

The Association, which includes fair managers from the smallest community and county fairs to the managers of regional and state fairs was organized several years ago in order that mutual problems might be discussed and circuits and dates worked out to benefit all fairs concerned. The meeting this year is expected to "exceed all others, in interest, attendance and program," Davis says.

LUBBOCK, Jan. 4. (Special).—A district theatre owners organization that will bring theatre men here from a radius of 200 miles to discuss their problems is to be held in Lubbock some time during January, the definite date yet to be announced, according to a letter from W. S. Waid, manager of the Motion Picture Theatre Owners of Texas to the Lubbock Chamber of Commerce.

All theatre men, whether or not affiliated with the moving picture owners organization will be invited to attend, an deceivce the benefits of the discussions, Waid stated in his letter and the Lubbock Chamber of Commerce will join with Clif. C. Lindsay, manager of the Lindsay and Palace theatres and G. T. Scales, manager of the Lyric and Rex theatres in extending a special invitation to theatre owners of the South Plains.

Definite date and plans for the district meeting here are to be announced in a few days, Waid stated in a letter to the Chamber of Commerce under date of December 28.



PAID

To Dickens County People

\$5343.57

for Material

and Sold to Dickens County Merchants

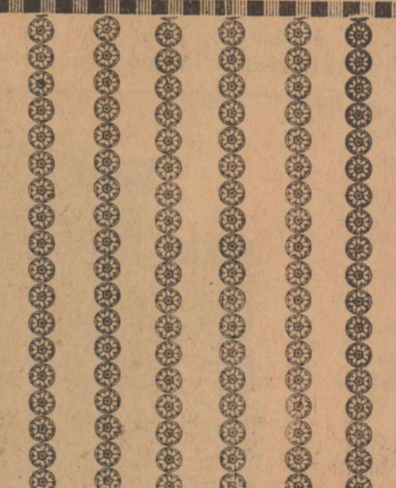
in one month over 25,000 lbs. of Meal

We ground in One Day 9360 pounds of Feed for Dickens County Farmers.

Thanks

Keep the good work coming. Will Appreciate your Trade and Cooperation in 1928.

Crouch Milling Co.  
SPUR, TEXAS



### A WORD OF APPRECIATION

Considering the fine business we enjoyed all through 1927, we would feel ungrateful if we did not convey some expression to the people for their part in assisting to give Spur a fine Grocery Store. We thank every one who has patronized us and we appreciate it deeply.

We feel that we have rendered the people a service since those who trade with us continue to be our customers. We want to furnish you with the best Groceries in 1928 that can be found, and we want to do it at a money saving basis.

If you do not trade with us, just join our great army of customers one time and we feel you will then be one of them all the time.

**SPOT CASH GROCERIES**  
YOURS FOR BETTER GROCERIES

### NEW MILLINERY COMING

EACH

WEEK



Our New California Sport Felts and Silk and Straw Combinations are now here and new ones coming each week. Prices to suit you, ranging

From \$3.95 to \$8.50

**KELLAM DRY GOODS COMPANY**

Here to Stay

## Jute Bagging May Be Key To Farm Relief

The following article written by B. M. Whiteker, Agricultural Exhibit Manager for the West Texas Chamber of Commerce, and appearing in a recent issue of the Abilene Reporter-News, seems to be of such practical interest that we desire to pass it on to our readers. It looks to be a wonderful way by which to solve to some extent the cotton farmers' problem.

By B. M. Whiteker  
Exhibit-Agricultural Manager of  
W. T. C. C.

Shall congress by an act of legislation, help a class of farmers when, it appears, they will not help themselves?

When congress is in session, the McNary-Haugen farm relief bill, or one similar, will be on the calendar throughout and there will be much time and money wasted by both sides trying to decide which plan, way or means will meet the demands of the agricultural interests.

At the 69th or last session, congress passed the McNary-Haugen farm relief bill and president Coolidge promptly vetoed it. This bill provided that six farm commodities, cotton, wheat, and four others should be taxed so much on a bale of cotton, or so much on a bushel of wheat, and so forth, so as to create a purchasing fund to buy surplus of either or all when such an over-production depresses the price below the cost of production in any one year.

Just where the low limit of the price of cotton would be is a moot question. In some of the Eastern states, it is estimated that the production cost is 30 to 40 cents per pound for lint cotton, while in Texas, Oklahoma and New Mexico the cost is estimated at 20 to 25 cents per pound for lint cotton and in Texas about 35 per cent of the total crop of America is grown.

West Texas is producing 40 per cent of this crop of the state of Texas and at that from 15 to 15 cents per pound, lint cotton.

The question is, must cotton producers be compelled to hold cotton when they have produced approximately 50 per cent of the American crop at a reasonable profit while many other states cotton farmers are not getting production costs.

The McNary-Haugen bill, or any other similar bill, would require tremendous cost to the producers of those farm commodities listed in the bill as purchasing and selling agencies with salaries or commissions that must be borne by the producer and also insurance, storage and handling charges, must be taken into consideration, all of which adds to the cost of production and becomes an added burden to the producer, especially to the cotton grower.

If congress has the power to pass an act or levy, a tax on a farm commodity, as cotton, to buy and hold off the market a certain per cent in order to raise or hold the price to a certain level, it seems that congress would have the same power to pass an act or law to require the producer of that crop—as cotton—to consume more of that commodity.

**Dragging Down Market**  
The cotton farmers of America in the last three years have paid out some \$75,000,000 for a foreign grown and manufactured commodity, (as jute from India) to wrap the American cotton crop, and during the same time, the wool and mohair producers of America have probably purchased some \$25,000,000 worth of jute bagging in which to sack their wool and mohair. During that identical period, cheaper grades of American cotton, suitable for this bagging usage, were dragging down the cotton market for want of demand.

To wrap last year's cotton crop cost the cotton farmers of America \$25,000,000 and probably every bale except round bales was wrapped in jute from India.

These cotton farmers paid at the gin from 12 to 12 1-2 cents per pound or \$1.50 per pattern of 12 pounds, and sold the grade of cotton that would have made this bagging at 6 and 8 cents per pound during the late gathering season.

**Would Create Demand**  
If congress could pass an act requiring all gins to use cotton bagging, this would create at once a new and permanent demand from 350,000,000 to 500,000,000 bales of cotton of that low grade that depresses the market most when large carry-over is necessary and at the same time this act would give an added industry to the American cotton mills and supply increased labor de-

mands as well as leaving more money in the pockets of the cotton producers, and at the same time, increasing the price of cotton from \$10 to \$20 a bale for every bale produced annually, or \$160,000,000 to \$320,000,000 for last year's crop.

To levy a tax on last year's cotton crop to hold off 500,000 bales of surplus produce from the market would have required \$30,000,000 at 12 cents per pound, and to this amount would have to be added two or three million more to employ purchasing and selling agencies, insurance, storage, handling charges, and at the same time, not an extra bale would have been consumed.

**Would Be Beneficial**  
On the other hand, a new demand for four or five hundred thousand bales of cotton is a material increase in the yearly consumption of cotton and certainly has a material benefit to the cotton growers of the United States.

If agricultural experts and law making bodies, joined by agricultural producers, especially cotton growers, would give more consideration to the inevitable law of supply and demand of agricultural products, it would be materially benefiting to the cotton, as well as to other agricultural industries of America.

### DR. FRANK CRANE SAYS:

**Anniversaries**  
The Italo-Hibernian poet, Tommaselli, has written:

"I think that the meanest historian on earth  
Is the one who recorded the day of  
one's birth."

If your life has not been particularly happy or lucky, why should people observe the anniversary of your birthday?

Some people make much of birthdays and some newspapers give a list of birthdays of prominent men every day, but there are two opinions about that.

Young ladies of a certain age get one birthday and stick to it. They are twenty-two for instance, until they reach thirty-five, and then they begin to go back.

A good plan when you begin to be old is to select a certain age and keep it. Why get any older?

As for me I would prefer to celebrate anniversaries other than my birthday.

I would like to recall the first time I fell in love, if I could, or the first view of the sea, or the first revelation of moonlight or starlight.

The first good view of a tree would be also worth remembering, or an orchard in full bloom.

The first good investment I ever made or the first examination successfully passed, or the first time I escaped a merited punishment.

I remember the first day I was converted to Wagner, and the first

time that the full appreciation of the old masters in painting dawned on me.

There are epochs in one's existence, divine enlargements to the house of life and commendable as well as memorable.

The first pay day also adds to one's superiority complex.

If we are going in for celebrating, these might be worthy celebrations. But just to record that you have lived some sixty years—of what good is that?

Life is a pleasant thing perhaps and it is good to see the sun and to function otherwise, and one would not willingly give it all up. But not very much of the time are we glad we were ever born. Perhaps we ought to be, but the mulligrubs are too busy with most of us and our life is hardly successful enough for us to celebrate continuously.

It is very complimentary for our friends to say that they are glad we were born and they hope we will live a thousand years, but we sometimes question whether they really mean it.

Some of us have reached the declining years. When somebody asks us to have a cocktail or a highball we decline, and if certain forms of food are put before us we must also refuse because the doctor says so.

Our present ailments and limitations are sufficient without calling up those of the past. We would never render ourselves public nuisances by continually rehearsing our calamities. Let us forget about them. About the best thing we can all do with the past is to forget it and look forward to the future. That may be better, and again it may not be, but at least it has the advantage of being untried, and we are justified in looking forward to it hopefully.

### IT DRIVES OUT WORMS

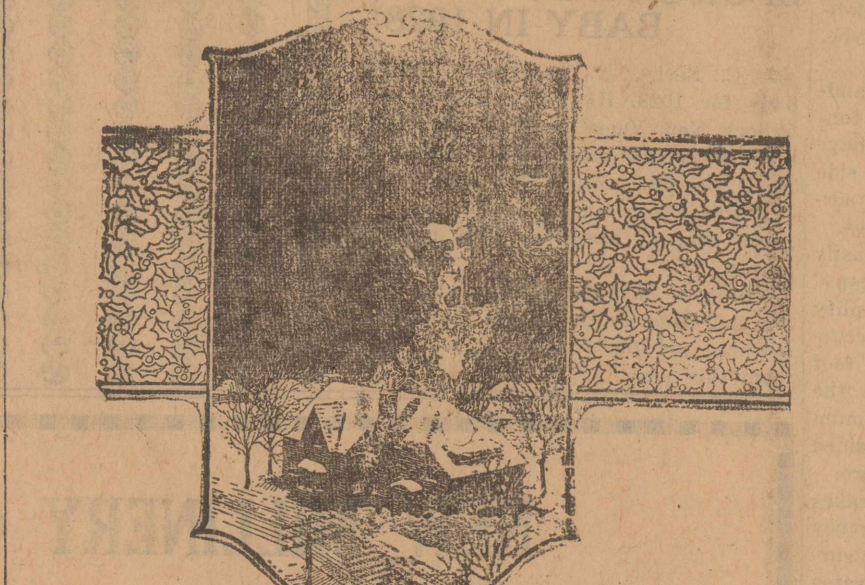
The surest sign of worms in children is paleness, lack of interest in play, fretfulness, variable appetite, picking at the nose and sudden starting in sleep. When these symptoms appear it is time to give White's Cream Vermifuge. A few doses drives out the worms and puts the little one on the road to health again. White's Cream Vermifuge has a record of fifty years of successful use. Price 35c. Sold by

SPUR DRUG COMPANY

### ELECTRIC WIRING

—O—

For Electric Wiring, see J. B. Brittain, or notify West Texas Utilities Co., Phone 173 or 137.



**Holiday Greetings**  
from  
the men and women who every day throughout the year earnestly try to give you the best possible telephone service.

**SOUTHWESTERN BELL TELEPHONE COMPANY**

**Schrimsher's Babrer Shop**  
Where your business is really appreciated



See the **New Chevrolet** now on display!

Today, Chevrolet presents the crowning triumph of sixteen years' continuous progress—a great new automobile so impressive in appearance, performance and staunchness that it marks the opening of a new era of luxurious transportation at low cost.

Built on a 107-inch wheelbase—4 inches longer than before—the Bigger and Better Chevrolet is impressively large, low and racy. Its new Fisher Bodies are finished in new Duco colors and offer rich new upholstery and handsome appointments. Its improved valve-in-head engine has numerous impressive features such as alloy "invarstrut" pistons, hydro-laminated camshaft gears, mushroom type valve tappets, AC oil filter and AC air cleaner. The chassis also has been redesigned. As a result, the new Chevrolet provides delightful smoothness throughout the entire speed range—a wide margin of power for hills—

click-of-the-heel acceleration—the ability to maintain 50, 55 and 60 miles an hour without the slightest sense of forcing or fatigue—the safety of four-wheel brakes—the steering ease that can only result from a ball bearing worm and gear steering mechanism—and comfort over all roads at all speeds due to semi-elliptic shock absorber springs—84% of the wheelbase.

Come in—see the car—and learn how Chevrolet has again electrified America by creating a bigger and better motor car and offering it at prices so low as to be actually amazing!

- Every feature of advanced design demanded in the finest cars now offered in the New Chevrolet is included in this partial list.
- Improved valve-in-head motor.
  - New stronger frame 4" longer; wheelbase 107".
  - Thermostat control cooling system.
  - New alloy "invar strut" pistons.
  - New instrument panel, indirectly lighted.
  - New two-port exhaust.
  - New ball bearing worm and gear steering.
  - Semi-elliptic shock absorber springs; 84% of wheelbase.
  - Safety glass.
  - Larger banjo tires 30" x 4.50".
  - New streamline bodies by Fisher.
  - Aluminum pressure lubrication.
  - New Duco colors.
  - Theft-proof steering and ignition lock.
  - AC oil filter.
  - AC air cleaner.
  - Single-plate dry disc-clutch.
  - New crankcase breathing system.
  - Heavy one-piece full-crown fenders.
  - Vacuum tank fuel supply.
  - Improved Delco-Remy Distributor ignition.
  - Combination tail and stop light.
  - Large 17" steering wheel, spark and throttle levers located at top.
  - Fisher "V" one-piece windshield on closed models.
  - Automatic windshield wipers on closed models.
  - Semi-floating rear axle.

The Roadster	\$495	The Sport Cabriolet	\$665
The Touring	\$495	The Imperial Landau	\$715
The Coupe	\$595	Light Delivery (Chassis Only)	\$375
Four-Door Sedan	\$675	Utility Truck (Chassis Only)	\$495
The COACH			
\$ 585			

All prices f. o. b. Flint, Michigan  
Check Chevrolet Delivered Prices  
They include the lowest handling and financing charges available

**SPUR CHEVROLET COMPANY**  
E. L. CARAWAY, AGENT