

**Boyce House
"GIVES YOU TEXAS"**

In the good old days, the traveling men as they visited the towns could always be counted on for some dandy stories.

And if you'd like a few samples, in Howard Peak's book, "A Ranger of Commerce", (Naylor Company, San Antonio) he relates several that some of the knights of the grip, or drummers, as they were called, told.

As the group sat around the stove in the hotel lobby in a small town, one led off with this:

"Over in Southwest Texas in a town in the Big Thicket, where I've been recently, the malaria is mighty bad, and as you know, this produces chills and fever. A case of chills lasts about three weeks. Every other day, the malady takes possession of you, causing your whole body to become acutely chilled; this is followed by a severe agitation of the body, a chattering of the teeth, and a vibration similar to that of the apron of a threshing machine. This condition lasts for about an hour; then a burning fever possesses you and you commence taking quinine, which is about the most effective remedy.

"Now you know that East Texas is a great section for persimmon trees, and their fruit is, when thoroughly ripened, very delicious. So the farmers have conceived an economical idea, which has developed very successfully, and is also proving remunerative. They take the children out to the persimmon grove on their chill day, tie one end of a rope to the fruit-bearing limbs of the tree, fasten the other end to the body, and when the chill comes on, the 'simmons are shaken to the ground."

Another spoke up: "Boys, you all know old Pat, the conductor on the jerkwater road running from El Paso to Alamogorda. Well, I was seated with him the other day in the train's single coach, and we were dropping down that forty-five degree grade, when an old sister came across the aisle. After glancing out the window toward the landscape a thousand feet or so, and becoming as nervous as a hen about hatching time, she tossed the following question at Murph:

"Say Mister Conductor, where would we go if this train was to break loose?"

"Well, Ma'am," old Pat replied, "it would all depend on what kind of life you have lived."

Notice for County Depository

Notice is hereby given that the Commissioners Court of Sterling County, Texas, at the February Term, 1949 of said Court, beginning on the 14th day of February, 1949, will receive sealed proposals from any banking corporation, association or any individual banker of Sterling County, Texas, that may desire to be selected as the depository of the funds of such County. All proposals shall be in compliance with Article 2545 of the Revised Statutes of Texas and all other laws pertaining thereto.

Given under my hand this 17th day of January, A.D., 1949.

(Seal) G. C. MURRELL,
County Judge, Sterling
County, Texas.

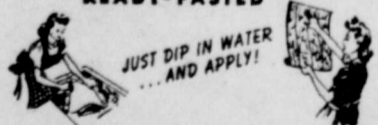
Your printing dollar goes further right here at the News-Record.

GIVE CLOSETS THE REAL CEDAR WOOD LOOK AND SMELL!



TRIMZ

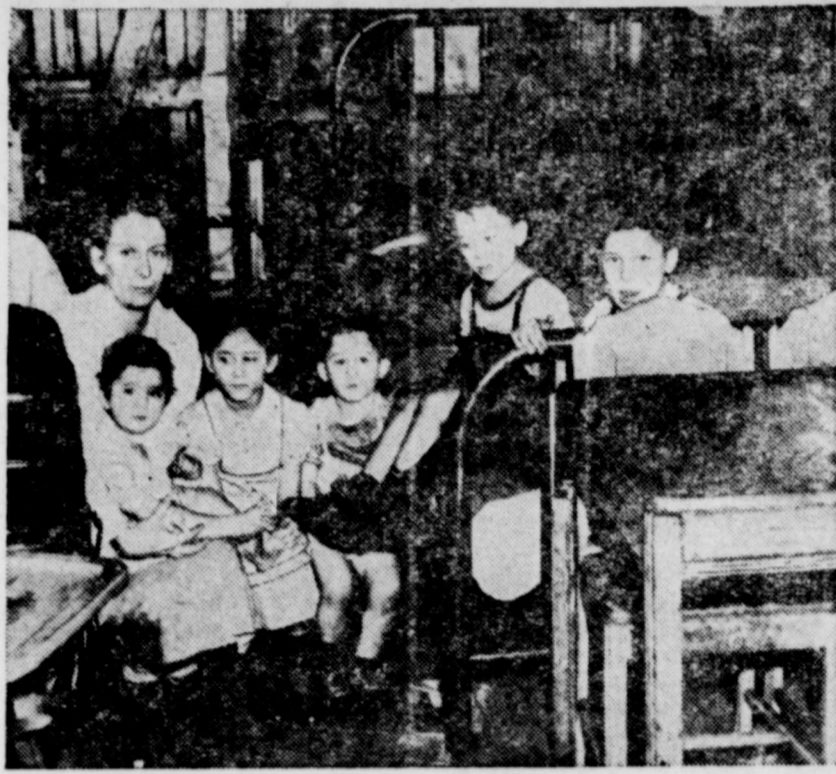
Cedar Closet Paper
READY-PASTED



You put it up yourself! It's so simple a child can do it! Contains real cedar wood—has rich cedar grain, clean cedar odor. Washable and fade-proof. Guaranteed to stick. Two boxes do average closet, both walls and ceilings.

Low Hardware Co.
Your SerVess Store
Low Funeral Directors
AMBULANCE SERVICE Ph. 64

Family of 7 Lives in Voting Booth



DETROIT, MICH.—(Soundphoto)—Mrs. Raymond Olle pictured with her five children living in a discarded voting booth which is, and has been their home since last July, although Mr. Olle is a \$60.00 a week factory worker and could pay good rent. The Olle family is one of three families living in the discarded voting booths because they are unable to find anything, at any price.

QUALITY FURNITURE

KROEHLER LIVING ROOM SUITES
SIMMONS SPRINGS and MATTRESSES
ARMSTRONG LINOLEUM
FLORENCE STOVES

HOUSEHOLD FURNITURE COMPANY

SAN ANGELO, TEXAS



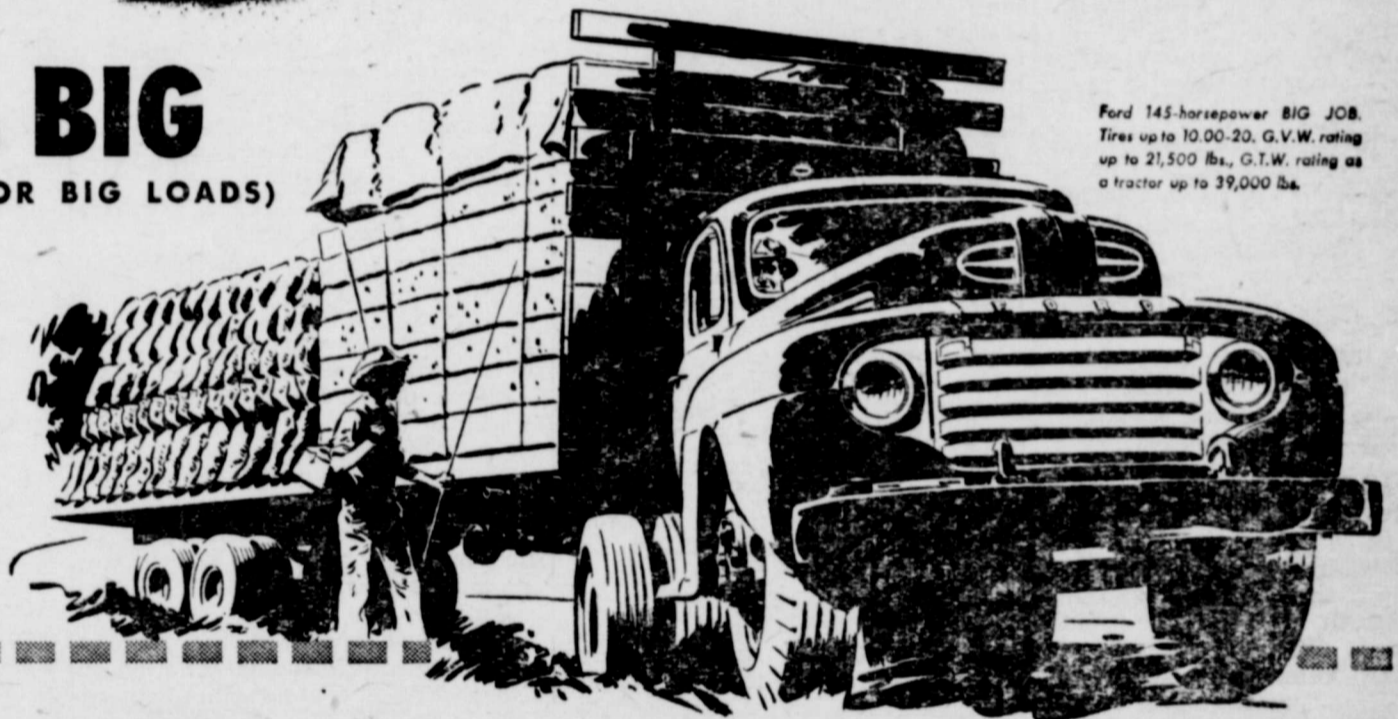
The STETSON San Fran

Like the brisk, hard-hitting town its name suggests, this Stetson is right in the Western tradition. The *San Fran* is nonchalant and smart—see the sweeping brim, that tapering crown! Like its namesake, it laughs at weather, stands up to hard work, grows old with style. Come in and see it today.

BAILEY BROS.

STERLING CITY, TEXAS

Some like 'em **BIG**
(FOR BIG LOADS)



Ford 145-horsepower BIG JOB. Tires up to 10.00-20. G.V.W. rating up to 21,500 lbs., G.T.W. rating as a tractor up to 39,000 lbs.

Ford 6 1/2 ft. half-ton Pickup. G.V.W. 4,700 lbs. Choice of two engines, V-8 or Six. New integral type rear axle.



Some like 'em **SMALL**
(FOR SMALL LOADS)

We have a Ford for you...whatever you haul

Whatever you haul, wherever you haul it, we've got the right kind of truck for your work. Fords truck everything! Here's why! First, each individual Ford Truck can do more kinds of jobs. That's because it is Bonus Built with extra strength to give it a wider work range. Second, we offer over 139 different Ford Truck models. These,

multiplied by scores of chassis options, give a job coverage practically without limit. That's what's back of our contention that *the loading dock hasn't been built which has strained to a load that Ford Trucks can't pull*. Come in and get the facts from us on wide Ford job coverage. Check on the scores of exclusive Ford Truck features available in no other truck built!



BUILT STRONGER TO LAST LONGER
USING LATEST REGISTRATION DATA ON 5,444,000 TRUCKS, LIFE INSURANCE EXPERTS PROVE FORD TRUCKS LAST LONGER!

Hefley Motor Company
Phone 197
Sterling City, Texas

Our WASHINGTON Letter



The Mohair Outlook

Further studies of possible aid for our hard-pressed mohair growers is being made by Department of Agriculture officials, and a decision may be forthcoming within a week. Our appeals in the past have met with cautious consideration, officials preferring to "wait and see" what the open market had in store for the industry.

But the sustained gloom has in recent weeks caused renewed concern to be acknowledged by Production and Marketing officials, and legal angles of various alternative programs are now being studied and additional factual information collected.

Last week I conferred with B.F. Vance, director of P&MA in Texas, and also met again with Ralph Trigg, chief of that Department here, Frank Wooley, also in the Department, and others in a further effort to obtain action.

Mr. Vance recommended a program patterned after the wheat and cotton loan program, whereby non-recourse loans would be made to growers. If such mohair should not sell for at least the loan value by the end of the marketing season, the CCC would take the mohair in lieu of the money advanced. If, however, it should sell for an amount above the loan, the grower would benefit to the extent of the advance.

Mr. Vance recommended a loan price of 50c for grown mohair and 80c for kid hair, average. It is rumored that figure may be scaled down a bit if the CCC should decide on a program of that type. I hope not, and reminded PMA of-

officials that even the figures suggested are hardly in line with cost of production.

The decision on a program, and upon what conditions, rests with the CCC Board, composed of the Secretary of Agriculture, the Undersecretary; Ralph Trigg; Gleen Harris, a farmer of California and Carl Fry, also a farmer, of Tennessee. Both of the latter have been talked to about the plight of mohair growers. Those in Agriculture have, of course, been contacted many times on the subject and are thoroughly familiar with it.

Recently I conferred with President Truman at the White House about the depressed condition of mohair. He recalled his general acquaintance with the subject, having traveled through the goat country of southwest Texas last September on his campaign tour from El Paso to San Antonio. It will be recalled that the President was presented with a young Angora labeled "Dewey's Goat." And the President was told about the plight of the growers at that time.

In my talk with Mr. Truman, I stressed the fact that, if the indus-

try is to be preserved, the growers are badly in need of temporary relief to enable them to weather the present storm until the market is reactivated.

I told him of the damaging delayed effect upon the industry of the 7 million-pound import of Turkish mohair to this country during the war; of the serious effect the extremely low-tariff rate on coarse South American wools is having on our domestic mohair market, and suggested a study be made to determine the propriety of an increase in the tariff or an import quota fashioned after the quota limits placed on imported long staple cotton two or three years ago.

"The President commented on the effect plastics and synthetics may be having, expressed sympathy, and assured me he would discuss the matter with the Secretary of Agriculture."

In the meantime, further efforts are being made to interest the Army in making more use of mohair. Some present research is being made in the use of mohair for powder sacks, in lieu of silk and other

Highest Honors Paid At Reburial for Jack Mathis

Lt. Jack Mathis, winner of the Congressional Medal of Honor, was accorded a full military honor funeral Thursday afternoon, at reburial rites in San Angelo. Rites for the bombardier hero were held from the Cox Funeral Home.

The body of the former Sterling County boy was met at the depot by an honor guard and escorted to the funeral chapel. The guard was made up of American Legionnaires and V.F.W.'s Naval color guards, as well as Army men, were in the detail.

The escort group itself was made up of former members of the old 49th school squadron under the supervision of former-Major George Kendrick and former W-O D. P. Quick, Jr.

Others participating in the rites were personnell from Goodfellow Field, the VFW Post, the American Legion and Auxiliary, the Disabled American Veterans, the Gold Star Mothers and the Blue Star Mothers.

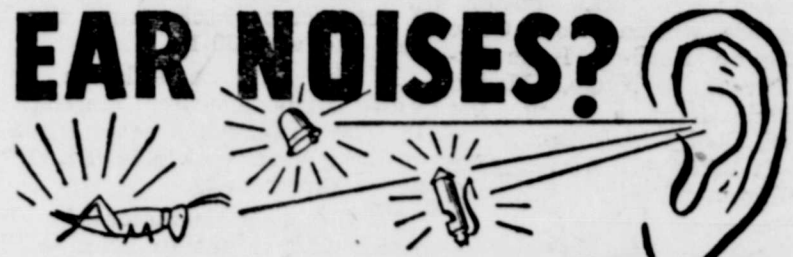
Palbearers included C. L. McCauley, Bill Probst, Finis Westbrook, Ross Foster, Bob Clark and Jack Jones, all former members of the old 49th.

Planes from Goodfellow Field

circled the cemetery during the ceremony. Chaplain C. R. McClelland of Goodfellow Field officiated.

Such was the tribute paid to a man holding his country's highest honor—the Congressional Medal of Honor. Both Jack and his brother, Lt. Mark Mathis, were killed on air raids over Germany during the early part of the war.

Quite a number of Sterling people attended the reburial rites.



EAR NOISES?

If you suffer from those miserable ear noises and are Hard of Hearing due to catarrh of the head, write us NOW for proof of good results our simple home treatment has accomplished for a great many people. NOTHING TO WEAR. Many past 70 report ear noises gone and hearing fine.

THE ELMO COMPANY
DEPT. 280 DAVENPORT, IOWA

SEND NOW for proof and 30 DAY TRIAL OFFER

City Barber Shop
H. F. MERRELL, Prop.
"Satisfaction Guaranteed"

GYCOLOGY SEZ

ONE HALF OF THE FEMININE WORLD SPENDS MOST OF ITS TIME TRYING TO FIND OUT WHAT THE OTHER HALFS WEARING!

Resolve now to come in and have your car serviced for the winter months.

C.C. AINSWORTH SERVICE STATION
Phillips 66 Products
Firestone Tires
STERLING CITY, TEX.

DEAD ANIMALS
Un-Skinned
REMOVED free

CALL COLLECT San Angelo 3200
If no answer: 4023-2
SAN ANGELO RENDERING, DIV.
San Angelo Ey-Products, Inc.



This is a diesel... a modern locomotive that means better service to you.

Leaders of two unions think it's a feather-bed... a "make work" grab that means less service to you.

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol. Diesel crews are among the highest paid

railroad employees—real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on many other less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.

These demands are against YOUR interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

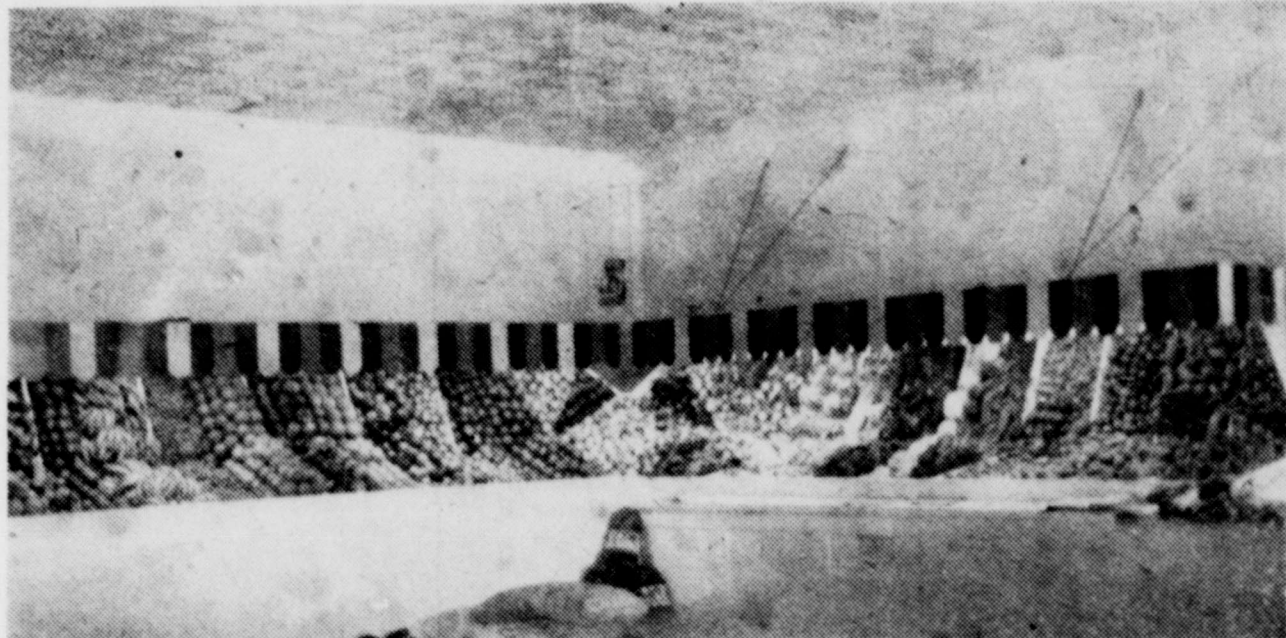
That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.

WESTERN RAILROADS
105 WEST ADAMS STREET • CHICAGO 3, ILLINOIS
We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

3rd ANNIVERSARY

Heinz Baby Food, 2 15¢

Tomatoes 2# 2 cans 25¢



FOLGERS COFFEE lb. 53¢
2# 1.03

Mission Peaches
#2 1-2 25¢

Grapefrt. Juice
2 No. 2 cans 15¢

Pineapple
Sliced, Crushed, Chunks 32¢

F'ncy T.Tissue
2 Rolls for 25¢

Meal
1½ Pound 15¢
2 Pounds 17¢
5 Pounds 39¢
10 Pounds 77¢

Light Crust FLOUR
50 Pound Sack 3.49
25 Pound Sack 1.79
10 Pound Sack 89¢
5 Pound Sack 45¢

Monarch
TOMATO SOUP, 2 for 19¢
Tart Red Cherries, 2 for 78¢
PUMPKIN, 2 No. 2 cans 29¢
Sliced Apples, 2 for 45¢

Crackers
½lb. 14¢; 1 lb. 25¢; 2 lbs 49¢

Our Vegetable Corner

Carrots Lettuce Tomatoes Cabbage Cauliflower
Celery Fresh Onions Beets Cucumbers Squash
Turnips & Tops Green Beans Bell Peppers Yams
Hot Peppers New Potatoes Cranberries Avacados

Margarine
PLAIN 35¢ COLORED 45¢

Butter
COUNTRY lb. 75¢
SOUR CREAM, lb. 75¢
SWEET CREAM, lb. 79¢

Market Specials



PICNIC HAMS (Ready to Eat), lb. 49¢
HAMS (Ready to Eat) lb. 69¢
BACON, Sliced 67¢
SALT PORK, lb. 29¢

This Is All SWIFT'S Merchandise

Van Camp's
Pork & Beans, 2 for 29¢
CHILI, 2 for 49¢
Corned Beef Hash, 2 for 79¢
VIENNA SAUSAGE, 2 37¢

SOAPS
FAB, (Deal) 49¢
Crystal White, 6 for 55¢
LUX, 3 for 31¢
CAMAY, 3 for 31¢
LIFFEBUOY, 3 for 29¢
MAXINE, 3 for 19¢

DOG FOOD
PERK, 2 for 25¢
CHAMP, 2 for 15¢
OLD SPORT, 2 for 15¢
GRO-PUP, 2 for 65¢

In this, our third year, our volume increased a little over 34%. Of course, as our volume goes up, our ability to sell you merchandise at a better price also increases. Be assured that in the coming year we will always be competitive.

It is impossible for us to tell you just how much we appreciate the business given us in this year, so we will just say, "Thanks to all of you from all of us."

H. A., JOSEPHINE, and ALFRED.

Chapple's Food Store

We Appreciate Your Business