## $\mathfrak{F}$ inox $\mathfrak{C o u n t y} \mathfrak{Z f e r a l d}$

## Receive Third Year <br> Home Economics Credit

Thenty ctins mave seanctin Reusion is atampord

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ty cittee and towns in West Teaxas ay have selected sponsors for The sponsors will ride in the gran
opening parade of the Reunion
the Fourth of July. Each girl win the Fourth of July. Each girl w
bring her own mount and most

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mount, the most attractive ridin
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Sponsors who have been
rado: Mas Mas Pauline Jones, Colo Miss Carolene Phillips, Rotan: Mrs Ethel Hall Ward, Swenson: Min
Grace Beck, Sylvester: Miss Gly Floyd, Roby; Miss Frances Moberly; Mllared Carr, Old Glory; Mis Wharime Pdodleton, Munday; Sertins, Stamford: Mss: Angie Gard, Goree: Miss Nancy Maude
Milpap, Anson: Mlas Katherine Rike Hackell; Miss Oma Wood, Segmour Mise Ruth Suffler, Aspersiont; Mie Mable Moorhouse, Penfamin
Mine Enta Moore Seaie, Baird.

Mrs. Hott Moseley and daughter
Clandie Sue of this clty and Mra Clandle Sue of this clty and Mrs
Norris and daughter of Haakell let Wells where they will apend three
weeks. Mrs. Norris wint weeks. Mrs. Norris went to Minerai
Wells under the direction of her phymelian

MAS, N. ARAVER yor state Chas. N. shaver of Walker count in a candidate
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Pubte set
toarm for State Superintendent
Public Schools, He is a native Texan, is an experienced public schoo
officiale wth first of the Texas schools, is a sehool man of legisiative experience, is a pract cal achool man and one who pro: if lected, to give Texas a progree sive and economical administratio
for the benofit of all the childre of the state, both rural and urban shaver is a relative of the Shave tamities of Knox Cly and Ed say for an efficent and impartial stater.

## Preaident's Son






## That Our Customers May Know

In connection with the tax imposed by the United States whichiwent into effect June 21st 1932, we will be glad to give our customers and friends the benefit of the information and instructions sent us by the Colletor of Ipternal Revenue for this District. Wents ask their assistance and cooperation in complying witn this law. It is our purpose and intention to render our customers the very best service in all lines of banking that is possible for us to give.

## The Citizens State Bank



AsPIR
beware of imitations



Political Announcements InCPİls for Fri \& a al.

$\pm=1$ dozen quart jars 790

May \& Chambers


Avoid Depreciation Loss--Repair Now!

We carry a complete stock of paints for both interior and exterior--also a wide selection of new designs in wall paper.

Telephone 143 William Cameron \& Co. Inc.

Backiried and Stalled!



## Printer's Ink

By Clayton Rand

Many predictionshave been made on business, guesses on the turning tide.
Neither prophet nor crystal gazer, and as far as I know, born without a caul, I can nevertheless make one prophecy.
 Noman mon woum hold its own apart fr IRINTERS INK. It is the stimulating influence that will finally lure loitering business around the corner, to use it is to play your part in the

The Tenth Man
An Open Letter to My Fellow Em-
pjogees of Lone Star Gas System pjogees of Lone Star Gas System

Every one of you is interested in | in | ue |
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| :--- | :--- |

Or, C. R. Rountrees
Pellraga Specialist
Travis
Avenue
Ft. Worth Texavis Avenue Ft. Worth Texas will be in Haskell Thursday, July 14 at the Norton Hotel free consultation come or telegra my home address do
 ple say that this is the worst de-
poroston this country has ever ween:
that It will nerer end and we will

 various kinds are trying to pronid
means to take care of this unemploy
ed tenth man and his tamily. TM
piture is dark and dreary. Hope pature so dark and dreary. Hope,
taith and courake semm to have ran-
Lhene drom the arrib.
Lets sot our tacts together and

 $\left\lvert\, \begin{aligned} & \text { mean } 1 \text { am wondering whether you } \\ & \text { and } 11 \text { and all the rost of the people } \\ & \text { in this country are really toong what } \\ & \text { in can and atould do }\end{aligned}\right.$ $\left\{\begin{array}{l}\text { we ban and should do to bring about } \\ \text { obetur condition suppose one man } \\ \text { out of every ten io unemployedi that } \\ \text { means that aline out of every ten are }\end{array}\right.$ $\left(\begin{array}{l}\text { means that nine out of orery ten are } \\ \text { eouployed and have seme earalng }\end{array}\right.$

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 $\left\lvert\, \begin{aligned} & \text { tarm in Indiana during the latter } \\ & \text { part of } 1873 \text { depreasion ot the lete }\end{aligned}\right.$ $\left\lvert\, \begin{aligned} & \text { Dart of } 1873 \text { depreasion. Ot the later } \\ & \text { depereston my menary is rather a } \\ & \text { eute. }\end{aligned}\right.$
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RAIL TRANSPORTATION IS EFFICIENT AND ECONOMICAL

- THE RAILROAD is the most efficient and the most oconomical transportation agency the human mind has ever devised.

The ability of commercial trucks to operate with various charges for their services has been because they are not required to carry all kinds and classes ef freight. The truck can choose its freight and is privileged to reject that which it cannot handle, either because it is not equipped for such heavy service or the rates are too low to be profitable. The railroad CANNOT DISCRIMINATE but must accept all freight offered it.
In 1930 the shippers of Texas paid the railroads $\$ 225,223,142$ in freight charges. If the same volume and character of traffic had been carried by trucks it would have cost the shippers, according to the best available data on trucking costs, $\$ 900,000,000$, or four times as much.

What will be the effect on the shippers of Texas if only the traffic which the trucks cannot handle is left to the railroads? If traffic paying the higher rate is taken from the railroads by the trucks, it will be necessary for the rail carriers to increase their rates on the low grade traffic or go out of business. The total transportation bill will be greatly increased
The railroad rate structure is a composite designed for the purpose of enabling the free movement of AIJ. ARTICLES OF COMMERCE, making it possible to bring even the cheapest commodities into general use and distribution. Were it not for the low rates made available by the railroads on many low grade commodities and raw materials, their distribution and use would be impossible and all commerce and industry would be seriously affected.

- the railroads cannot subsist on low. GRADE TRAFFIC ALONE:
THE TEXAS RAILROADS

