

MAN WANTED FOR MURDER AT ELI BELIEVED CAUGHT

FIRST

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The Memphis Democrat

Your Home Paper

EXTRA!

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NEA and UP Service

MEMPHIS, HALL COUNTY, TEXAS, SATURDAY, FEBRUARY 8, 1930.

FIVE CENTS

NUMBER 41A.

ELI SHOOTING WITNESS IS THREATENED

Jury In Brady Case Now Stands 11 To 1 For Conviction

DESCRIPTION FITS SUSPECT HELD BY BIG SPRING SHERIFF

MAN DENIES GUILT BUT REGISTERS EXTREME NERVOUSNESS WHEN QUESTIONED BY OFFICERS

A man answering the description of Hess Tyler, charged with the shooting and subsequent death of J. Bryan Nall, at Eli last week, was caught and placed in the jail at Big Spring shortly before noon today, according to a telephone message received here by Sheriff Christian about two o'clock.

The sheriff at Big Spring stated in his telephone conversation with Sheriff Christian that the man answered the description of Tyler in every way. Although he refused to admit his name or any knowledge of the crime with which Tyler is charged, the man at Big Spring appeared very nervous, the sheriff said. Local officers are confident that the man in question is Tyler.

Bryan Nall was shot while at his post of duty in a store at Eli Thursday night, January 30, and died in a Memphis hospital Wednesday morning, February 5. The shooting was the result of an attempted robbery of the store, the crime later being charged to a youth answering to the description of Hess Tyler. Sheriff Christian, after talking to two men who were arrested and placed in jail here in connection with the shooting, said that it was his belief the crime was committed by Tyler, who has been a resident of Memphis for some time and who is known to have a criminal record.

Very little information was given out by the Big Spring Sheriff relative to the man in jail in that city. Local officers are now using the telephone in an effort to get the details of the capture.

A second telephone call to Big Spring brought out the fact the accused man was caught by two deputies while at the home of Clarence Tyler, his half brother, in Coahoma, Howard county, about twelve miles from Big Spring.

Sheriff Christian states that the man will not be brought to Memphis for some time, possibly two weeks or more, because of the high feeling that the shooting caused in Memphis and throughout Hall county, especially in the country around Eli.

Feeling is running high in Memphis and throughout all Hall county, and local citizens have made contributions totalling \$600 which is offered as a reward for the apprehension

Plainview Dairy Show Expecting 50,000 Visitors

"More entries, and a larger attendance," is the word received by officials of the Texas Panhandle-Plains Dairy Show from county agents, dairy farmers, vocational agricultural instructors, and chamber of commerce officials in each of the 54 counties comprising the Texas Panhandle, as preparations for the third annual show to be held in Plainview April 7, 8, 9, and 10 go forward. Citizens of Plainview are making arrangements to entertain 50,000 visitors this year compared to 35,000 last year.

"Much of the increased interest in pure bred dairy stock in the Panhandle can be attributed to the dairy show and while the interest as shown by attendance and the number of entries is more than we had hoped for it is a pleasant surprise to the officers and directors," Oscar Stansell, Floydada, president of the dairy association stated. "Every official is enthusiastic over the prospects for the show this year and from every county we have reports that there will be an increase of from fifteen to thirty per cent in both attendance and entries."

From Swisher, Potter, Collingsworth, Floyd, Carson, Randall, Lamb, Deaf Smith, and a number of other counties that led last year in entries and attendance representatives at a recent directors meeting in Plainview stated that there would be from ten to twenty per cent increase in the number of animals entered and the attendance. Chambers of commerce in some of the cities in the Panhandle are making special arrangements for transportation for a number of farmers to the show and in some instances are offering awards for attendance and premiums won.

Arrangements for the annual sale, the production contests boys 4-H judging contest, vocational agricultural boys judging contest, and the county herd department were made at the first directors meeting this year. Twenty-three directors were present for this gathering despite very inclement weather.

Officers of the 1930 show are O. L. Stansell, Floydada, president; S. J. Payne, Tulla, vice-president; Maury Hopkins, Plainview, secretary-manager; and D. F. Eaton, Lubbock, honorary vice president; directors S. J. Underwood, Hale Center, W. C. Wilhite, Hale Center, H. B. Hales, Amarillo, C. C. Stewart, Amarillo, C. B. Martin, Tulla, J. W. Armstrong, Channing, G. P. Group, Panhandle, Joe Vaughan, Tulla, R. O. Dunkle, Hereford, E. W. Hester, O'Donnell, W. R. Hope, Sweetwater, R. C. Nichol, Tulla, P. C.

LODGED IN JAIL TO PROTECT HIS LIFE

Local Officers Retaining Man For Trial

Belief by Sheriff Sid Christian that a criminal ring is operating in Hall County was substantiated today, it is believed, when James Spivey, who lives near Lakeview was lodged in jail as a means of protecting his life and retaining him as a witness in the forthcoming trial of three men held in connection with the shooting and subsequent death of Bryan Nall, manager of the Farmers Union Supply Company at Eli. Spivey claimed that he had been bribed to refrain from giving testimony when men implicated in the Nall shooting come to trial. He also stated that his life had been threatened if he refused to leave the country.

This information, just obtained by the Sheriff's office at 2:30 this afternoon, led Sheriff Christian to believe more firmly than ever that the robbery of the Eli store was one of a series of "jobs" that have been performed by organized criminals.

Several theories concerning a crime ring in this locality have been advanced. One argument is to the effect that several gangsters, driven out of Berger recently by the State militia, may have drifted into Memphis and aligned themselves with several bad characters here.

POETIC IN—JUSTICE

LONDON, Feb. 8. (UP)—A doctor of Edmonton won a box of pills offered as the booby prize in a wheat drive.

NOT MANY NEIGHBORS

LONDON, Feb. 8. (UP)—Eldon, the smallest parish in Hampshire, has a church, three cottages, and a population of 12.

Bennett, Amarillo, W. M. Courley, Silverton, Jeff Greer, Wellington, Chas. Franz, Turkey, W. Stangel, Lubbock, G. L. Boykin, Clarendon, J. B. Potts, Lockney, W. W. Evans, Lamesa, H. A. Ferguson, Amarillo, C. E. Merrill, Lubbock, J. E. Ware, Friona, R. B. Davis, Brownfield, S. B. Pierson, Ropesville, W. H. Upchurch, Canyon, B. F. Hobson, Paducah, E. M. Pittner, Hereford, W. O. Logan, Snyder, and C. T. Watson, Big Spring.

of the slayer. Local officers are of the opinion that it "would not be the best policy" to bring the accused man from Big Spring to Memphis at the present time.

Sheriff Christian has been working almost night and day since the tragedy at Eli in an effort to find Hess Tyler. He has spent considerable of his own funds in this connection.

Elope, Wed, Part—All in a Day



Admitting they had acted "impulsively" when they eloped in an airplane to marry at Yuma, Ariz., Loretta Young, screen actress, left, and Grant Withers, actor, right, have agreed to an annulment, after but a day of married life, at the suggestion of the bride's mother, Mrs. George Belzer of Los Angeles. Mrs. Belzer objected to the marriage because of her daughter's age, 17, and the fact Withers was a "divorced man." The couple are shown here in a recent movie pose.

ONE MAN HOLDS OUT STILL FOR ACQUITTAL

Judge Does Not Aim To Discharge Jury Any Time Soon

AUSTIN, Feb. 8. (UP)—The jury is still out in the case of former Judge John W. Brady, trying to decide whether or not the aged jurist was mentally responsible when he killed Miss Lethia Highsmith. Judge J. D. Moore called the jury in at noon today and at that hour, they were reported to stand eleven to one for conviction, one member of the jury having evidently gone over to the side of the jurist who originally held out for acquittal. The judge sent the jury back to their rooms, telling them to try and arrive at a verdict. He made no statement and it is not known whether a verdict be reached over the week or whether the one man holding out for acquittal hang the jury indefinitely in a new trial necessary. Moore let it be known it had no intention of discharging the jury any time soon.

Cotton Situation Is Discussed By Dallas Authority

If the severe winter weather in most of Texas should check the boll weevil, and if the cotton acreage be increased or maintained at last season's level, and if there should follow a bumper crop of cotton because of the beneficial effect of zero temperatures on soil, it is very likely that a distressing situation would develop for the Texas cotton farmer in 1930.

Of course, it should be remembered that the spread of the boll weevil is more greatly dependent upon the seasonal conditions next spring and summer than upon winter weather, as the records show. However, there is always a possibility that a more than ordinarily favorable combination of weather, soil and absence of insects may develop which would enable the cotton plant to produce its maximum.

It has been repeatedly stated in these columns that the immediate outlook for the Texas cotton grower is not encouraging, due chiefly to the declining fertility of the soil and the increasing cotton acreage which always holds the threat of a greater crop than can be marketed at a profit.

Fall Oats Killed
With fall oats killed throughout North and much of Central Texas, there is a threat that much of this land may be planted to cotton unless effort is made to insure its planting to spring oats and other grain and feed crops. Planting time will be here shortly and farmers will need wise counsel from their bankers, credit merchants or landlords.

The safest procedure would seem to be in the direction of planting only the best land in cotton and letting land which can

not be fertilized and which in the last few years has not produced a profit from cotton remain idle or planting it to feed crops.

If the Texas farmer is to pull himself out of a hole he must have the right kind of advice from his banker or financial adviser. Certainly a safer method of farming which assures first a good living on the farm and which also restores fertility and organic matter to the land is to be preferred to the system now so largely practiced.

Lost Fifty Pounds Lint

The Texas cotton yield on a per acre basis has gone down from an average of 185 pounds of lint during the decade of 1903 to 1913 to 133 pounds for the last ten years. This loss of fifty pounds per acre perhaps makes the difference between profit and loss. It amounts roughly to \$8 an acre of this season's prices. A farm having sixty acres in cotton would have been just about \$500 better off than at present.

The last year in which Texas had an average lint yield of more than 200 pounds an acre was 1912 when 206 pounds were produced. At that time the Texas area in cultivation was on 11,338,000. Since that time, in seventeen years, Texas has added more than 8,000,000 acres to cotton raising. Last season 18,912,000 acres were planted in Texas and more than 1,600,000 acres were abandoned before harvest. The acre yield of lint was only 106 pounds or almost down to one-fifth of a bale. Such yields could scarcely make the farmer a profit if he obtained 22c a pound instead of the 16c he received the last season.

Quality Is Important

With the neglect of soil and the decline of fertility and organic matter the staple length and strength of Texas cotton also has deteriorated until British, German and other foreign spinners no longer look to Texas for the kind of cotton their industries require. India and the Sudan, as well as

several other foreign countries producing much better large volume than does Texas is only natural that foreigners should look to those for their principal supply.

The spread of short staple Texas has hurt the cotton of the State. Farmers are lured over what they call a gin turn-out of the short staple forgetting that these varieties penalized in advance because they usually do not produce seven eighths-inch lengths. Anything less than that is not tenderable on United States futures standards.

Summed up this answer would seem to be: Plant no land in cotton which does not produce at least seven eighths-inch staple. Better still would be if at least fifteen-sixteenths or one inch were the minimum goal. The Texas reputation in the world markets was made with cotton which was rather uniform lengths around or over one-sixteenth inch, but the kind of staple now is very scarce and was only produced in limited areas in recent years.

Better staple and more cotton on fewer acres is still as good slogan as it was when The Dallas Morning News and the Texas & M. College launched the cotton contests some years ago. In the contests it was clearly shown that as much cotton can be raised on a properly tilled and fertilized five or ten acres as on fifty more acres and at a much lower cost. But to do this land must be built up to higher production. Crop rotation and live stock do that. Something must be put back in the land if profits are to be gotten out of it.—Victor Schoffelmayer in The Dallas Morning News.

"COMMERCIAL AVIATION AND THE AIR MAIL"—ADDRESS BY W. BROWN

Address by Postmaster General Walter F. Brown before the Cleveland Chamber of Commerce, Cleveland, Ohio, January 14, 1930.

My good friends, your strenuous President, when inviting me to be present here today, stated that it was intended on this occasion to pay just tribute to the faithful public service rendered by the pilots who have been carrying the air mail over the New York-Cleveland Division of the transcontinental route.

I am glad to evidence by my presence the high esteem which the Post Office Department has for the men who fly the mail. We know their courage, their skill and their loyalty. Sadly and reverently we join you in honoring the brave lads who have sacrificed their lives in the postal service of their country. We can think of no better way to show our appreciation of their devotion to duty than by every reasonable and practical method to encourage the development of better airplanes, landing fields, weather reporting service and aids to aerial navigation, to the end that the hazards of flying may be reduced to a minimum. To this policy we are committed.

It is appropriate indeed at Cleveland, a city whose vision and public spirit have contributed so generously to the advancement of civil aeronautics, to discuss for a few minutes the relation between commercial aviation and the air mail, to take an inventory of the aviation industry of today and perhaps to hazard a guess for the future.

December 17, 1903, Wilbur and Orville Wright on the sand dunes of Kitty Hawk, North Carolina, made the first successful flight in a heavier than air machine. Their plane, a huge box-kite of their own design and construction, powered with a 12-horse motor, with a man aboard at the controls, raised itself by its own power into the air, sailed forward without reduction of speed and landed at a point as high as that from which it started. To be sure, this first flight lasted only 12 seconds and traversed a distance of only 120 feet over the ground, but man, for

ages the conqueror of the land and the sea, had asserted his dominion over the air. In the twenty-six years that have passed since that memorable day at Kitty Hawk, a new means of transportation has come into the service of mankind, bringing into being a new and far flung industry—aviation. The flying machine which a quarter of a century ago was mentioned only for the purpose of provoking mirth has won for itself universal respect and admiration. Indifferent to sunshine, fog or darkness, it has traversed mountains, deserts and oceans. It has penetrated tropical jungles, it has smiled majestically over both poles of the earth and now its daily scheduled flights are more than four times the distance around the world.

In the development of aviation the United States government has performed a consistently leading part. In 1907 our War Department ordered an airplane from the Wright Brothers, the first airplane to be purchased by any government in the world. Since that time the air services of both the army and navy have zealously and intelligently developed airplane design and construction, making many major contributions to the art of flying.

From 1911 to 1918 the Post Office Department sponsored numerous exhibition flights in connection with fairs and other large gatherings of people to demonstrate the practicality of transporting mail by airplane. May 15, 1918, an experimental air mail route was established between New York and Washington, with an intermediate stop at Philadelphia. One round trip was flown daily except Sunday. This service was inaugurated with the cooperation of the War Department, which conducted the flying and maintenance operations. The Post Office Department handling the mail and matters directly related thereto. The cooperation of the War Department, which was of great value, was continued until August 12, 1918, when the Post Office Department took over the entire operation, providing its own flying equipment and personnel.

As this experiment demonstrated the feasibility of carrying mail

the request of the Post Office Department appropriated the necessary funds to establish a transcontinental air mail route from New York to San Francisco. September 8, 1920, the initial westbound through flight was made. Sixteen thousand letters were carried safely from New York to San Francisco without a forced landing and in 22 hours less time than the schedule of the fastest mail train.

In its pioneering operations with the air mail the Post Office Department was actuated by a major purpose to encourage the art of flying and the aviation industry, to the end that our country should lead the nations of the earth in commercial flying, for it was believed that if our people built airplane factories, developed a flying personnel and themselves traveled by air on business and for pleasure, we need have no anxiety about being able to defend ourselves in the air if the occasion should ever arise. Since the ultimate success of the aviation industry must depend upon the will and habit of the people of our country to travel by air, the development of air passenger lines upon which the carrying of the mails should perhaps be only an incidental operation was set as the ultimate goal.

In 1927 the Post Office Department was ready for the second step in its program. With the approval of Congress it decided to turn its air transportation activities over to private enterprises. Accordingly, proposals for operating the various air mail routes were invited and contracts for carrying the mails were duly awarded in accordance with law to various contractors, who have been successfully carrying the mail since that time.

During the past two years the air mail has been developing with amazing rapidity until now daily service is provided to and from most of our large cities. There are at present approximately 200 planes and 250 expert pilots engaged in the air mail service. The 25 domestic air mail contractors, over regular routes aggregating 14,368 miles, are flying approximately 40,500 miles each 24 hours, about 60 per cent of which is flown at night. During the first year of operation under the contract system, 473,100 pounds of air mail were carried. During the last year 5,636,660 pounds were carried.

While this tremendous growth

of the air mail was taking place, all over the United States municipalities were establishing and by airplane, in 1919 Congress authorized equipping airports and a multitude of air passenger lines were being projected. The public, attracted by the novelty of aviation and its seemingly boundless possibilities, poured its hundreds of millions of dollars into the aviation industry. Aircraft factories sprang up all over the country, and air passenger lines inaugurated flying services east and west, north and south. Many of these lines were planned and equipped in accord with the best practice of the flying art; others were less well considered. But the experience of all in 1929 was substantially the same. With a paying load of only 16 to 40 per cent of capacity, all closed the year with operating deficits so great that the very life of the passenger transport industry today is in the balance.

Many reasons may be assigned for this unhappy condition, which threatens with disaster our high hopes for commercial aviation. My own belief is that the men who were most ambitious for the industry and who with infinite pains planned the longer passenger routes, perhaps forgot their own first experiences in the air, perhaps forgot that children creep before they walk, that they toddle from chair to chair before they engage in marathon races. The American public was provided with facilities for flying from coast to coast before any considerable number of people had made sight-seeing flights over their native towns. It is significant that the only air passenger carriers who have apparently been able to make profit are the ones who have been carrying passengers on short flights of from ten to thirty minutes. When our people have made a few practice flights, when they have passed the toddling stage in the air, I believe they will be ready for their air marathons. But can the air passenger carriers hold out until that day comes?

And how did the air mail contractors fare in 1929? The ans-

wer is, variously, depending upon several factors. Air mail contracts, to which reference has been made, were awarded pursuant to the provisions of the Act of Congress approved June 3, 1926. That law in substance provided that the Postmaster General may contract for the transportation of air mail by aircraft between such points as he may

(Continued on page 3)

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Is the gasoline you use as advanced as the car you drive?

No matter what price you pay for a car today, you get a car that climaxes all past achievements of the maker—a car built to new high standards of beauty and performance. But remember this. Unless the gasoline you use is as advanced as the car you drive, your car can give only a fraction of the performance the maker built into it. Gasoline, too, can be "out-of-date."

One gasoline—Phillips 66—has kept pace with the striking progress in motor car manufacture. It is perfectly geared to the requirements of the modern high-speed, high-compression motor.

Its volatility is scientifically controlled to fit season and climate. Results? Quick starting, regardless of weather! Flashy pick-up. Able-bodied power. Long mileage. Year 'round sweet performance. Fill up with Phillips 66, or Phillips 66 Ethyl.

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WHEN THE THERMOMETER GOES DOWN THE VOLATILITY GOES UP
Gasoline must vaporize before it can be fired in the cylinders of your motor. Volatility refers to the ability of gasoline to vaporize. With volatility controlled, Phillips 66 vaporizes so quickly in cold as in warm weather.

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"I WAS so weak," says Mrs. Josephine Cockcroft, of Baldock, S. C., "that I was not able to do anything."

"At certain times, I suffered dreadfully with pains in my back and sides. My head would hurt—felt like it would split open. Spells of weakness would last for weeks."

"I read of Cardui. I sent for a bottle and began taking it. My case was stubborn, and at times I almost lost hope, but I could see a little improvement. At last I began to feel much better. Then I improved rapidly. For the last year I have been in better health than I ever have been before."

"I give the credit to Cardui, for after I had given it a thorough trial, I got well."

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SUGAR	25 LB. SACK	\$1.49
COFFEE	Maxwell House, 3-lb. can	\$1.24
PEAS	No. 2 Can, Two for	25c
MEAT	Dry Salt, Per Lb.	17c
PEANUT BUTTER	5-lb. bucket	86c
GRAPE FRUIT	Large, Texas, Each	5c

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designate, on a poundage basis, exceeding \$3 per pound, with regard to the distance traveled. The disparity between the rates paid various carriers will appear from a few examples. The rate from Boston to New York is \$3 per pound; from New York to Chicago, 86c per pound; from Chicago to Salt Lake City, \$1.95 per pound; from Salt Lake City to Los Angeles, \$1 per pound; from Atlanta to Chicago, 78c per pound; and from Cleveland to Pittsburgh, \$3 per pound. If the route is one over which air mail flows in large volume, the contractor has generally been prosperous. If, on the other hand, the volume transported is small, the contractor has fared poorly. In some instances air mail contractors are also operating passenger services, using the profits derived from mail operations to offset the losses incurred in passenger operations. The Act of Congress approved May 17, 1928, recognizing the justice of giving preference in continued operation to the pioneer contractor, authorizes the Postmaster to extend existing four-year contracts to a maximum of five years, but provides that the compensation shall never be less than the rate fixed in the original contract. Thus the most recent act of Congress affords no more to the contractor whose contract of mail or whose rate of compensation is inadequate.

The over-production of airplanes by the aviation industry will of course correct itself. The situation, however, in which the air transport industry finds itself may properly occasion the deepest public concern. If that industry should collapse because of lack of public support for the passenger lines, millions which the Government has contributed to encourage commercial aviation, as well as a part of the public's investment in the aviation industry, will be lost.

Is there a solution to this problem? The answer, which has always been given by the Post Office Department, is that if we may have the cooperation of the country's transport industry, we believe the solution is at hand. In our opinion, the method of determining the compensation of air mail contractors must be revolutionized. The method of paying by the pound, regardless of distance traveled is manifestly unsound. Such a system compels the contractor to gamble on the volume of mail he will carry and creates an inducement for him to swell his volume by unethical practices. He is obliged to make his flight whether the Post Office Department furnishes him one pound or a thousand pounds of mail and he should therefore be paid a just compensation for his readiness to serve, as well as for his service performed.

The Post Office Department recommends that the Act of June

3, 1926, as amended so as to authorize the Postmaster General to contract for the transportation of mail by aircraft between such points as he may designate as fixed rates per mile for definite weight spaces, the base rate not to exceed \$1 per mile for 1,500 pounds of mail capacity. Under an authorization, a schedule of compensation could be set up providing for the payment of perhaps 30c per mile for a weight space of 100 pounds, with increased compensation per mile for increasing weight spaces, until the maximum of \$1 per mile for 1,500 pounds of weight space is reached. It is probable that to the base rates per mile a proper factor should be added for night flying and for flying over mountains or territory frequently covered by fog. It will be seen that this innovation would greatly increase the air mail service to the public by permitting the dispatch of air mail on regularly scheduled passenger flights. At the same time, it would enable the Post Office Department to give immediate assistance to air passenger carriers on such routes as were deemed essential, by paying for carrying the mails a substantial sum, based upon a definite weight space preempted. For example, the operator of a passenger plane on a route 200 miles long, assuming space for 100 pounds of mail should be contracted for at 30c per mile, would receive from the Government 200 times 30c, or \$60 for each flight. Greater weight spaces of course would be required on the regular mail routes and the rate per mile would be correspondingly increased. Various factors, of course, should determine the amount of weight space to be taken, viz: the character and frequency of the service, the volume of mail flowing, and the financial necessities of the carrier.

The Postmaster General should further be authorized by negotiators to extend air mail contracts to a maximum period of ten years from the date of the original award, at a compensation not in excess of the legal maximum. With the passenger lines, as with the exclusively mail lines, preference if possible in the awarding of contracts should be given to pioneers in the air transport industry of good character and financial responsibility.

At the present time the Post

Office Department in compensation paid to its mail contractors, the Department of Agriculture through the medium of its Weather Service, and the Department of Commerce by lighting airways, providing emergency landing fields and supervising commercial flying, are contributing in the aggregate more than \$30,000,000 annually to the cause of civil aviation. This is a large sum of money. In my judgment progressively to extend the aid of these three Departments to air mail and passenger lines covering the entire map of the United States would create an unjustifiable tax burden. For the present it would seem sufficient for the Federal Government to concentrate its exceptional aid on essential air transportation routes, that is to say, routes that have been traveled by ox team, pony

express, railroad, automobile and airplane since white men have inhabited North America. The several States should be willing to share with the Federal Government the burden of providing and maintaining airways. My own experience in the air convinces me that adequate emergency landing fields, lights, radio, reliable weather information, together with modern planes and expert pilots, all under Government inspection and supervision, will make flying as safe as any other means of rapid transit.

The American people, whose versatility and adaptability are second to none, having at their service groups of essential air transportation lines provided with the safest aircraft, together with all of the aids to flying which science has devised, and fostered for a time by the government

through the medium of mail contracts, will soon realize the safety and advantage of travel by air on regular scheduled routes and will then give to the air passenger carriers the support necessary to put the aeronautical industry permanently on a sound financial basis, a condition which will redound immeasurably to the progress, prosperity and security of our country.



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COFFEE	Maxwell House 3 lb. Can	\$1.20
PORK & BEANS	Campbell's, 10c Each—3 for	25c
LARD	Mrs. Tucker's 8-lb. Bucket	\$1.00
SYRUP	Brer Rabbit 1 Gallon	75c

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CRISCO	6 LB. BUCKET	\$1.30
OIL CAN	5 GALLONS	75c
HONEY	COMB 10 LBS.	\$1.40
HONEY	EXTRACTED 10 LBS.	\$1.25
MUFFETS	TWO FOR	25c
PRESERVES	BLUE LABEL 1 LB.	30c
CARROTS	SUN KIST NO. 2	15c
PORK & BEANS	SNYDER 3 FOR	25c
COFFEE	FOLGERS	\$1.25
MUSTARD	QUART	20c
HAMS	PICNIC	20c
PEAS	BLACK EYED 3 LBS. FOR	25c
GRAPE FRUIT	S. AND S. NO. 2	25c
MATCHES	6 BOXES	20c

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Saturday and Monday SPECIALS

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PINEAPPLE	Sliced, No. 2 can	28c
SOUP	White Swan, vegetable & tomato, 3 for	25c
SNOWDRIFT	Medium Size	66c
	Large Size	\$1.21
PORK & BEANS	Full Weight, can	8c
COFFEE	Maxwell House, 1 lb. can	42c

R. C. Howerton
Grocery

PHONE 10

PIGGLY WIGGLY

Grocery and Market

WE DELIVER PHONE 249

SPECIALS
SATURDAY AND MONDAY

SPUDS	Per Peck	43c
WALNUTS	English, per lb.	25c
NUTS	Brazil, per lb.	20c
LETTUCE	Per Head	7c

Market Specials

CHEESE	Per Pound	28c
BACON	Over-All Brand	32c
LIVER	2 lbs. for	25c
Ground Veal		23c
Loaf With Pork		23c



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Conoco challenged the oil world last November with the revolutionary new Germ-Processed Motor Oil. Definitely the first fundamentally better oil of the century, this oil is now swamping all sales records. No reasonable person will use any other oil once he has heard the story of this new oil and its "Penetrative Lubricity." We invite you to stop at the Sign of the Red Triangle for your first Conoco fill.

Milwaukee Has Bridge Classes In Schoolroom

BY ARTHUR H. RICE
United Press Staff Correspondent

MILWAUKEE, Feb. 8. (UP)—Time was when a sound "whaling" was doled out to the daring one who brought a deck of "Old Maids, Banko, Euchre, or Flinch" to school in the pocket of his "jeans."

How times have changed! Every Monday and Tuesday night at the Shorewood High School, one of Milwaukee's Suburban educational centers, 250 men and women gather for instruction in how to play cards.

Where the "three R's" have reigned undisputed for ages, the voice of the teacher speaks in terms of contract bridge, and its attendant phraseology. A lovely lady, garbed in the height of fashion and flashing an engaging smile upon her pupils, replaces what popular fancy placed at the head of the schoolroom—the sinister old maid school teacher. Men and women, perhaps some whose childish laughter once echoed throughout the same school rooms, in years past, laugh and joke amid the lessons, unafraid that "teacher" may use the switch.

Boys Still Tease Girls
In this schoolroom, the casual visitor observes attention, though a man is seen boyfully to tease the pretty woman in the seat ahead of him. Only a few years ago, one mused, this same man loved to pull those blonde curls of the girl who sat in the same seat in front of him. A chart, gay with the colored symbols of the bridge cards, hangs on the wall. A pencil serves the teacher as a pointer. Anyone may ask her a question at any time and receive a cheerful, tolerant answer. Tolerant, because many of the questions, coming from the lips of the city's busiest executives seem awkward and simple.

"Now, we had this lesson—parade me—this hand, last week. I wish to see how many of you remember what it was bid," the young teacher began a lesson the other night. "How much does the hand count? The king, the ace, the queen is worth only a quarter of a trick because it is only once guarded. Let us go on. There is one, two, three, three and one-half, four and one-quarter, five, six. The hand counts six. What does south say?"

The class follows the teacher's lesson, droning each count after her and as she totals the count, bursts forth as a fourth grade class in addition, with the answer.

Play After Study
When the lecture is finished one suggests:

"Let's play a hand."
Immediately there is hub-bub and laughter. Business men, lawyers, doctors, school teachers, and their wives and sweethearts shift chairs. Decks are dealt and the theory just taught is put into practice.

The course has brought twice as many women as men, according to Mrs. John G. Osborne, teacher. Limousines, town cars and the small individual automob-

bile are drawn up before the school. Chauffeurs of the city's rich sometimes wait two hours while their employers go to school again.

The school's course of bridge is sponsored by the Shorewood opportunity club and in the opinion of H. M. Genkow, head of the school, is the only one of its kind to be given as a vocational study. "We are giving it here," Genkow said, "in the theory that education should include the training of people for the things they like to do."

Railroad Lines From North to South Growing

BY G. B. WINSTEAD
United Press Staff Correspondent

NEW YORK, Feb. 8. (UP)—If seeing America from a railway coach is your travel preference you will be able next summer to ride from Hudson Bay, Canada, to La Union Salvador—just a little jaunt of some 5,000 miles or so.

At the present time your longest journey would be from The Pas, Manitoba, to La Union, but service soon will be extended north to Churchill and Hudson Bay.

The International Railways of Central America early this year opened a line connecting its two systems in Guatemala and Salvador, which extend the itinerary 800 miles southward. This new line was from Zacapa, Guatemala, to San Salvador, the capital of Salvador.

Prior to opening the new line, the International operated two systems; one running from Puerto Barrios on the East Coast to Ayutla on the Mexican border near the Pacific Ocean, and the other

from Ahuachapan, Salvador to La Union on the Gulf of Fonseca.

Hence next summer the itinerary of such a trip would be from Hudson Bay to Chicago via Winnipeg, a distance of approximately 1,250 miles; through Mexico on the National Railways of Mexico lines, about 1,200 miles to the Guatemalan border and 800 miles more to La Union.

At the Mexico-Guatemala border it is necessary to cross a river in canoes, since the bridge was burned during a recent revolution. Negotiations have been instituted, however, for rebuilding the bridge.

The Zacapa-San Salvador link was built for the express purpose of bringing the cities on the west coast of Salvador nearer to the Mississippi Valley, according to

President Fred Lavis of the International Railways of Central America.

Before the link was built it was necessary to ship the products for export from a rich agricultural, grazing and mining country down the Pacific Coast to the Panama Canal, thence by rail to the east coast where they were reloaded on boats for shipment to the United States.

The new rail link puts Guatemala and San Salvador, the capitals, within four days of New Orleans.

ENLARGE CASUAL QUARTERS

BATH, England, Feb. 8. (UP)—Accommodations for women casuals at the workhouse have been extended because of the increase in this type of vagrant.

TOO MANY RELATIVES

Lille, Feb. 8. (UP)—Seventy-eight members of the same immediate family were present at the wedding of Mlle. Madeleine Dubeaupaire, eldest daughter of a family of 22, with M. Joseph d-Houllet.

Dense Dorothy always believed a football coach had four wheels until somebody told her better.

Dense Dorothy thinks Jan Christian Smuts is a new kind of fungus disease attacking our wheat crop.

She is the same who believes Lansing, Michigan, is some sort of surgical operation.

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HAMS	ARMOUR'S STAR—half or whole, lb.	29c
BACON	ARMOUR'S STAR—PER LB.	33c
BEANS	PINTOS—15 LBS.	\$1.00
CHEESE	CREAM—PER LB.	28c

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