

# The Crockett Courier.

"Quality, Not Quantity."

CROCKETT, TEXAS, MAY 22, 1919.

Volume XXX—No. 18.

Entered as Second Class Matter at Crockett Post-Office.

Subscription Price \$1.50 Per Annum, Payable at Crockett

## MAJORITY OPPOSE SIGNING TERMS

Others of the Delegates, However, May Carry on the Negotiations.

Sharp differences have arisen among the members of the German peace delegation over the peace treaty and Count von Brockdorff-Rantzau, head of the Teutonic plenipotentiaries, may return to Berlin to discuss with the Ebert government whether the terms presented by the allied and associated governments shall be signed. He has already reached Spa and conferred with technical experts.

A majority of the delegates, including the financial experts, are asserted to be strongly against submission to the terms and so marked has become the division between the opposing factions that it is quite probable Count von Brockdorff-Rantzau will not agree to remain a party to the negotiations.

Unofficial advices from Spa are to the effect that the count already has asked to be relieved of his arduous task. The departure of the head of the German delegation will not necessarily cause an interruption of the negotiations, however, as these may be conducted meantime by those members of the party remaining at Versailles.

The independent socialists of Germany are still in favor of signing the peace treaty in the face of strong opposition on the part of the non-socialist supporters of the government. In this connection one member of the German delegation, ranking as councillor of legation, is quoted as having declared:

"We will sign despite all, because we will be hacked to pieces if we return to Berlin without signing."

The failure of the Hungarian delegates to arrive at St. Germain and the uncertainty as to conditions in Hungary are holding up the presentation of the treaty to be offered the Austrians for signature.

It is expected now that the document will not be handed to the Austrian plenipotentiaries until late in the present week.

Thus far the only business transacted by the Austrians at St. Germain has been with the inter-allied representatives in connection with the details of the revictualing of Vienna and the remainder of Austria, as that State is constituted at present. Indications are that Italy will take a leading part in the negotiations with the Austrians as the entente power most concerned in them.

Serious fighting attended the landing of the Greek troops at Smyrna last Thursday. Three hundred Turks and 100 Greeks were killed during the encounters.

### Centenary Successful.

The great Centenary drive of Methodism began taking its subscription Sunday. The lists will be held open for eight days before the final reports are made. Our own Methodism in Crockett went "over the top" for its quota the first day. The captains and teams worked splendidly and everybody responded in the same spirit. The enthusiasm was great, and a great blessing will come out of it. But

it is desired that the margin over the quota be larger than it is, and so those who have not subscribed will please hand in their cards filled out. Remember Mr. Homer West, at the Crockett Drug Company store, is treasurer and is prepared to receipt you for your payments. The first payment will be due in thirty days, but may be handed in any time.

### Stray Notice.

Strayed or stolen, from my place of residence near Creek, Texas, on the night of May the ninth, 1919, one grey mare mule, about 7 years old, about 15½ hands high, tall and well developed limbs, long body and well formed. Has mark (1) on jaw, rope burn or wire mark under left knee.

Liberal reward for the delivery of this mule at Creek, Texas, or for information leading to her whereabouts.

Write me at Creek, Texas, or phone me at Morrow's Store. It.\*

H. L. Taylor.

## BUREAUCRATS MAY THROTTLE LIBERTY

McLemore Shows Up Manner in Which Government Is Operated.

The bureaucrats have increased to an alarming extent at Washington and have gained more power than the people have an idea, declared Jeff: McLemore, former Texas congressman at large, who returned to Houston Friday with Mrs. McLemore and their daughter, May Clark, after four years' residence at the national capital. Mr. McLemore and his family, who are staying at the Bender hotel, will remain here indefinitely.

"The bureaucracy at Washington has thrived more during the last three years than in all the previous history of the country," Mr. McLemore said. "De-

partmental office holders and their subordinates have increased to such an extent there is hardly room enough for them. As a consequence, the country's expense is being piled up enormously, and the tax payers must shoulder the burden. There seems to be no inclination to abolish them. It has even been suggested that agencies created solely for war aid purposes be continued under new names."

Mr. McLemore said it is time for the people to call a halt. "The public, or at least a large portion of it," he continued, "seems to acquiesce in everything the administration does. If the country could but know all that is going on under the veil of secrecy and officialdom, it would be astounded. The public is given what news of the doings at the national capital the departments dish out. That's all."

"The militaristic element at Washington is thirsting for power. Nothing less than a standing army of a million men would begin to satisfy them, and if the

## MARINES WERE AT CHATEAU THIERRY

Refutes Press Articles That "Devil Dogs" Were Not in the Big Fight.

Recent articles appearing in the public press stating that the marines were not in the fight at Chateau Thierry have drawn a warm reply from Major General George Barnett, commandant of the marine corps. The marines were very much in the fight and stopped the Germans at the nearest point to Paris that they reached on the Paris-Metz road, and this was in the Chateau Thierry section, the major general asserts.

Following is an extract from a letter written the Associated Press in Washington by Major General Barnett:

"My attention having been called a number of times to articles in the public press to the effect that the marines were not in the Chateau Thierry fight and that the 'doughboys and not marines won at Chateau Thierry,' I wish to state that whoever wrote these articles seems to have attempted to misinform the public by simply juggling words.

"No marine has ever claimed that he was in the fight at Chateau Thierry when the 3d division of the American army defended the crossing of the Marne at that place, but the marines were very much in the fight in the Chateau Thierry section from June 5 on during that month, then when they fought and defeated the German at Belleau woods, Lucy-le-Bocage and at the capture of Boursches. These places are decidedly in the Chateau Thierry sector and only about four miles from Chateau Thierry itself. During the fights there the marine casualties were 126 officers and 5073 men out of a total of 8000 officers and men. They fought there and defeated the Germans at the nearest point they got to Paris on the Paris-Metz road."

Major General Barnett follows this up with a long list of official records showing that General Pershing in awarding distinguished service crosses to officers and men of the marine corps in a very great many cases mentioned the affair as "at Chateau Thierry, June 6, 1918."

A number of citations by French generals also are quoted praising the marine corps for its wonderful fighting at Boursches and Belleau woods, both of which places are in the Chateau Thierry sector.

war had continued much longer they would have had it.

"It now appears that we are to maintain permanently a standing army of half a million men. In my opinion, 250,000 men in our regular army, together with the national guard and States' militia would be sufficient to answer our country's purpose. I believe in preparation as well as any one. In fact, I was the first Texas congressman to declare in favor of military preparedness."

Mr. McLemore said he knew all the while Champ Clark would lead the democratic party in the new congress. "He is the logical man to maintain harmony between the parties," Mr. McLemore said, "and while Mann was not chosen leader of the republican side he will be the power behind the throne."—Houston Post.

# NASH MOTORS

VALUE CARS AT VOLUME PRICES

### Power Now Established by Extensive Owner Service.

The unusual power of the Nash Six now thoroughly established by extensive performance in the hands of owners, is only one of its many superior features. Its Nash Perfected Valve-In-Head Motor has proved itself especially quiet, practically vibrationless, and economical of fuel. A feature is that its valve mechanism is enclosed and self-lubricating.

### First Expert Judgment Proved Correct by Time.

"A distinct advance in motor engineering" summed up expert opinion when the Nash Six was first shown nineteen months ago. Now we know that this estimate was justified. The Nash motor has lived up to its promises. In the hands of owners everywhere it has shown unusual power, economy and quietness. This was the aim of Nash engineers when they designed and offered the public the Nash Perfected Valve-In-Head Motor. It has more than fulfilled the expectations of those familiar with the high manufacturing ability of the Nash organization.

### Quick and Economical Transportation Regardless of Weather Conditions.

Road building and maintenance crews everywhere are finding that the Nash Quad, which drives and brakes on all four wheels, simplifies their hauling problems and performs dependably regardless of weather and traction conditions. Its unusual pulling power enables it not only to carry sand, gravel and crushed rock to and from the scene of operations but to assist in the actual work itself by hauling scarifiers and drags, eliminating the need of teams or a tractor.

Ask Us for Demonstration.

## Crockett Nash Company

L. L. MURRAY, Manager



## Buy the Best Oils and Gasoline

Poor grade of fuel is false economy. The money you seem to save on cheap grade oils and gasoline is later spent on motor repairs and shortened life of your motor. Scores of auto owners have found that they can get more mileage and better motor performance by always using the same grade oils and gasoline—and that grade ours.

Don't waste your time and strength on hand pumps. Just drive up to our place and get all the aid you want. We make no charge for the service. It's merely one of the many courtesies we are always glad to extend to you.

## BISHOP DRUG COMPANY

Prompt Service Store—Two Phones: 47 and 140

### LOCAL NEWS ITEMS

Miss Katie Chamberlain has returned from Colbert, Okla.

Wanted—Light housekeepers. Apply to Mrs. J. E. Cunningham.

Mr. and Mrs. A. O. Harper of Mexia were visiting here this week.

John LeGory returned Sunday day from a business trip to San Antonio.

One hundred and fifty Stetson Rugs just received at C. P. O'Bannon's.

Mr. H. J. Arledge shipped last week to west Texas four car loads of goats.

Mrs. Frank Moore of Palestine visited Mrs. J. L. Heard Saturday and Sunday.

Tie haulers, remember R. L. Shivers sells the best wagon, the Winona. You can't beat it.

Bring me your poultry, eggs, hides and beeswax.

Mr. and Mrs. John Ellis and Mrs. A. C. Collins returned last week from a visit to Dallas.

We are headquarters for feed stuff. See us before buying.

For genuine Ford service, see or telephone Towery Motor Co., authorized Ford Sales and Service.

Last call on those good Kelly Texas Maid cultivators, for sale by R. L. Shivers. Better get yours now.

"Crockett Baby Grand Opera Co." in "A Rose Dream," Friday evening, May 30, at 8:30 o'clock. "All Star Cast."

Hon. and Mrs. E. Winfree have returned from Austin and are spending a few days with Mr. and Mrs. W. A. Cone.

We buy hides, green or dry, and pay top price. See us before you sell.

Hay Ties, Binder's Twine, Field Mowers and Rakes. Make hay while the sun shines. Roughness will come in handy next winter. Come to hardware headquarters.

For genuine Ford service, see or telephone Towery Motor Co., authorized Ford Sales and Service.

I will buy your poultry and eggs and pay you top price the year around. See me.

Bring us your chickens and eggs. Will pay highest market prices.

#### Let Us Figure

On your plumbing bill. We can save you some money.

The "Crockett Baby Grand Opera Co." will present "A Rose Dream" at the school auditorium May 30 at 8:30 o'clock, Friday night.

Hon. and Mrs. W. B. Page left Tuesday afternoon for Orlando, Fla., where Mr. Page goes in the interest of his health and on the advice of his physician.

"Button, button! Who's got the button?" We make buttons in any size, style or color. Mail orders promptly filled.

#### Reduction in Automobile Tires.

That sounds good to many of us. We handle the famous Good-year tires, fully guaranteed and with a reputation that needs no comment from us. You will find all sizes here.

## Money, Land and Life Insurance

I will buy your vendor lien notes—loan you money on long time. No delay—fifteen years right here—you can talk it to me direct. Land for sale in large or small tracts, and I sell the best Life Insurance contract—The Aetna. Let me explain it to you.

The Man Who Gives Personal Service to Farmers.

### B. B. WARFIELD

Office North Side Public Square.

CROCKETT, TEXAS

#### Bad Stand of Cotton?

Do you need seed to plant over? I have them—pure Mebane.

#### For Sale or Trade.

One good five-passenger Ford car. Will take wagon and team in trade. See me at once for a bargain.

#### Stray Sow.

Strayed Saturday night, one Red Duroc sow, weight about 250 pounds. Will liberally reward any information leading to recovery. Phone L. A. Schmidt, Crockett, Texas.

#### Blackberries

Make fine preserves. Why not go blackberry picking? It's a nice outing for the children and then the blackberry jam is mighty good—about as cheap as syrup. We handle pint, quart and half-gallon fruit jars. Phone us—we deliver them without extra expense.

#### Waterworks and Sewer Notice.

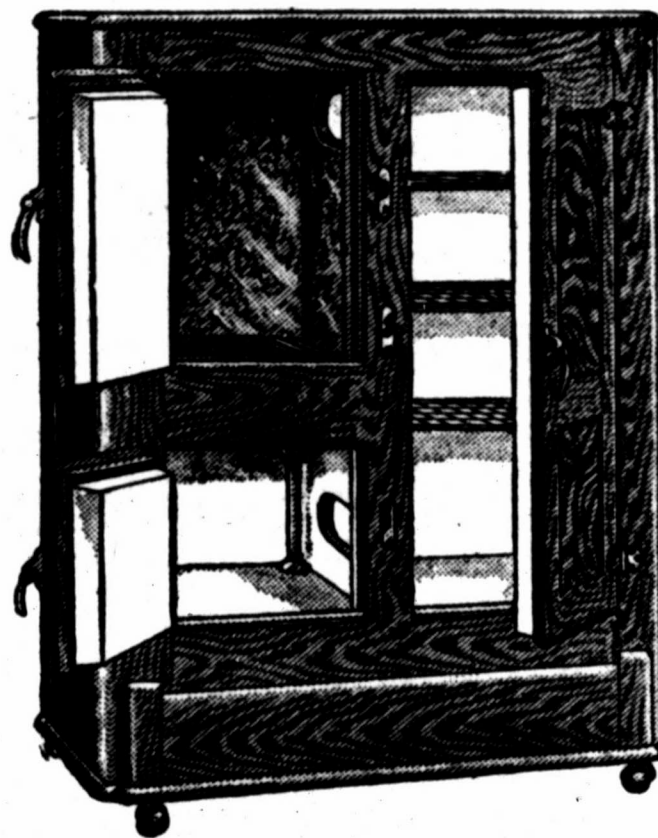
As there are numerous citizens who are daily violating the state laws and city ordinances by not being connected with the city sewerage and as it is the intention of the city authorities to from this time on rigidly enforce the sanitary laws, the city council has decided, as an inducement to the citizens to comply with the law, to reduce the waterworks connection fees from \$20.00 to \$10.00 and to abolish entirely the sewerage connection fee of \$5.00 for the period of time between this notice and July 1, 1919.

This is also to warn all those not already connected with the sewer to connect at once as positively everyone not so connected within a reasonable time will be vigorously prosecuted.

By order of the Council.

C. P. O'Bannon,  
Chairman W. W. Committee.  
R. L. Shivers,  
Chairman Sewerage Committee.

## The Irresistible Appeal of Snowy White One-Piece Porcelain



Makes the Leonard Cleanable Refrigerators truly masterpieces from every viewpoint. They are so clean and so easy to keep clean that thousands of women know them by the phrase, "Like a clean china dish."

The porcelain lining has rounded inside front corners; a patented feature found in no other make.

These Refrigerators are solidly built of finest materials; kiln dried and fashioned as a fine piece of furniture. These are reasons why

One of Every Six Refrigerators Sold is a Leonard

Call and let us show you the new 1919 models—There's a size for every purse.

## DEUPREE & WALLER, INC.

FURNITURE AND UNDERTAKING

## Graduating Week

—and isn't it sweet to be remembered on this auspicious occasion? We know the young men who are to receive diplomas. They are young men who don't want anything but the best. Having all this in mind we prepared to meet the demand. So the past few days we have been receiving the most brilliant assortment of Silk Shirts, Crepe de Chene Shirts, Silk Hose and Silk Neckwear that we have ever shown.

Give us the pleasure of showing you these high grade furnishings before you buy.

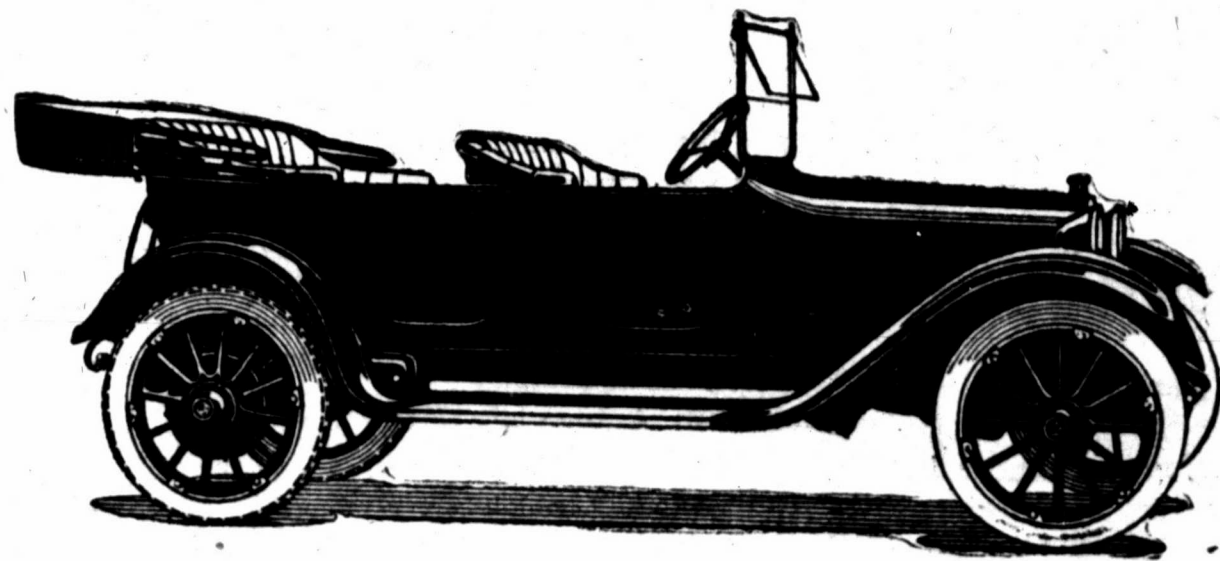
## Carleton & Berry

NONE BUT THE BEST



# Ask Owners How Well Pleased They Are With Buick and Dodge Brothers Cars

Then Give Us Your Order Before We Are Oversold



## EAST TEXAS MOTOR COMPANY

Those GOOD United States Tires and Tubes Have Been Reduced 15 Per Cent in Price

### ASSOCIATION TO BEGIN ITS WORK

President Wannamaker Says  
Cotton Organization Has  
Great Future.

New Orleans, La., May 18.—One of the busiest men in New Orleans is Skottowe Wannamaker, president of the American Cotton Association. Since the adjournment of the convention he has been arranging an army of details for putting the association in working shape. A Southwide and worldwide advertising campaign has been started. A Southwide speaking campaign has been arranged.

Mr. Wannamaker says the emancipation proclamation for the South was issued when this association was formed.

"We are free for the first time since '60, and the South will become the heart of this great nation," he declared. "It will protect America from the inroads of any doctrine or blighting influence. The South will revive true democracy. America has been reborn in the South."

The matter of selecting headquarters for the export corporation and for the American Cotton Association is of intense interest. New Orleans, Memphis, Birmingham, Houston and many other cities are pushing their claims.

Mr. Wannamaker will address the Southern Cotton Seed Crushers' convention in New Orleans tomorrow. He says we will have the highest prices for cotton ever paid since the war between the states, that the world is facing a serious cotton shortage, and that a naked world must be clothed.

"Cotton for the first time since its culture in America will bring a fair price," he continued. "We

are facing the smallest cotton crop in a decade—reduced acreage, acute labor conditions and an extremely late start."

He says mammoth bear manipulators and unprincipled gamblers, who had expected and arranged to put cotton to 12½c, are desperate and will make every effort to save themselves; that in all probability, from information he has, they will attempt to have the government take a hand and put a stop to the advance in cotton prices before much longer.

"No mortal man or government, however," he declared, "can stop the law of supply and demand."

Cotton statistics and facts have been put in every factory in the world and every bank in the North by Mr. Wannamaker. The organization of the export corporation and the American Cotton Association will prove of untold benefit to the South, he predicts.

#### Opportunity Knocking.

Opportunity is knocking at every door in America. Today is beginning another epoch in American industry. America has come out of the war as the overtowering commercial and industrial giant. With an eagerness never known before, her men are turning back to factory, office and salesroom. The tide of opportunity is in its flood. All around you today, farsighted and foresighted men of business are making sure of their share of the harvest. A sure form of business promotion and one that spreads the happy spirit of optimism to all is advertising. Use the economies of advertising for your own benefit. Advertise—increase your advertising. Have it as forceful and productive as the best brains and skill can make it. Let us make our present prosperity permanent by advertising.—U. S. Department of Labor, Roger W. Babson, Di-

### PASTOR SCORES THE CARNIVAL

Crockett Presented Before the  
Public in an Unfortunate  
Plight.

Editor Courier:

A public notice indicates that Crockett is soon to be treated to a carnival—for the purpose it is said of raising funds for our fire department. It seems a pity that the public should know that Crockett is in such a financial strait that it must submit to have the immoral filth of a carnival poured out over the community in order to raise funds to protect our citizens against the dangers of fire. If we should have the city sewer pipes opened and the sewage emptied on our streets and sidewalks I am sure there would be a stormy protest from our community, and the persons who were responsible for inflicting this nauseating poison on the community would be called to a strict account. Who is it that proposes to inflict upon the town the abominable filth of a carnival? Who are responsible for this movement? Let them stand up before the community until they can be counted. Surely we can pass around a hat and take up a collection for the fire department without having the impression go abroad that Crockett is so bad off that it must submit to having the poison of a carnival poured out upon the community. It is said a roulette wheel is to be used in this carnival. This means the lottery, or a gambling scheme. Emphatically let us as citizens protest against this.

S. F. Tenney.

rector General, Information and Education Service, W. B. Wilson, Secretary.

#### Returning from Overseas.

W. A. Kiessling of Houston, a brother of D. O. Kiessling of Crockett, was visiting his brother here this week. Mr. Kiessling has recently returned from overseas duty with the American army. He served in France with the 42nd Division, officially designated as the Rainbow Division, which was made up of national guardsmen drawn from every state in the union. Recovering from a wound in the arm, he was returned to the United

#### States for honorable discharge.

A Houston county boy also serving in the famous Rainbow Division and who has returned home is Corporal J. W. Creath of the Creath community. Corporal Creath was in the artillery support of the 42nd or Rainbow division. This being the first national guard division sent to France, it experienced much of the hardest fighting of the campaign.

Money to lend on farms. Terms reasonable, money quick. See J. S. French, Crockett, Texas. tf.

## Auto Accessories

My stock includes casings and tubes that are as good as the best and better than the rest—and the prices are as low as the quality will permit.

I ALSO HAVE AUTO JACKS, BLOW-OUT PATCHES, SPARK PLUGS, LIGHT GLOBES, FLASH LIGHTS, FAN BELTS AND THE BEST GRADES OF LUBRICATING OIL AND GASOLINE.

Motorists will find it to their advantage to see me for any of the above. Prompt and courteous service to all.

**B. F. Chamberlain**  
Druggist



## CROCKETT CITY SCHOOL CLOSING

The closing exercises of the city schools begin Sunday, May 25, when Reverend L. L. Sams, pastor of the First Baptist Church, will conduct a special service for the class.

The graduating exercises will occur the following Tuesday at 8:45 p. m. in high school auditorium. The seniors will complete their final examinations this week and on Friday afternoon at 1:45 will give the annual class day program. In addition to this program it is expected that Hon. Judd Mortimer Lewis of Houston will be present and address the high school. The friends of the class and the public generally are cordially invited to attend all of these exercises.

The membership of the class of 1919 numbers 22—6 boys and 16 girls. Other classes have been larger, but no class has maintained a more uniform or higher standard of studentship and general excellence.

The class roll is as follows:  
 Elizabeth Earle Adams.  
 Hilda Burton.  
 Ruby Albertine Bynum.  
 Earle Josephine Castleberg.  
 Annie Beatrice Driskill.  
 Marian Roberts Foster.  
 Helen G. Guinn.  
 Mabel Henrietta Hassell.  
 Minnie Bly Leediker.  
 Lucia Irma Painter.  
 Mary Sue Powers.  
 Mary Iteele Powell.  
 Wilda Virginia Powell.  
 Hula Mae Robison.  
 Sue Deane Russell.  
 Bessie Ola Satterwhite.  
 John Henry Adams.  
 Jim Howard Berry.  
 Clarence Coleman Garrett.  
 Henry Lacy Hooks.  
 Mack McConnell.  
 Frank Stokes Wootters.

The work of the other grades will continue a week longer, closing Friday, June 6.

## SOME CROCKETT SOCIETY ITEMS

Tuesday evening, May 13, the magnificent home of Miss Delha Mildred Wootters was opened in entertaining for her charming young visitor, Miss Mabel Scott of Corpus Christi. Music, games and moonlight strolls constituted the amusements for the guests. Elegant refreshments were served, and at a late hour the guests reluctantly bid "farewell."

Those present were: Misses Mabel Scott of Corpus Christi, Marian Foster, Earle and Euda Castleberg, Sue Powers, Lucia Painter, Blye Leediker and Delha Mildred Wootters; Messrs. Phil Moore, Robt. Atmar, Alton Box, Eugene Kennedy, Robt. Mercer Menefee, Harry Beazley, Frank Wootters and Henry Ellis.

On Friday evening, May 16, 1919, Miss Lucia Painter of the present graduating class entertained the Juniors and Seniors at her home with a lawn party. Chairs were arranged on the lawn, and the moon being very bright and the lights gay, progressive conversation and strolls were the amusements. The more talented guests kept the piano "going" and the music of the Victrola too kept the crowd lively. All the while Master Harry Painter carried a large basket of parched peanuts among the guests. The Virginia Reel was danced and meanwhile punch bowls and trays of sandwiches appeared upon the lawn. These were filled and refilled, and it was nearing the wee small hours before the tired guests would unwillingly bid their fair hostess "good-nite."

Reporter.

### Six O'clock Dinner.

Tuesday evening, May 13, Mr. and Mrs. Brooke entertained with a six o'clock dinner for Mr.

# Automobile Accessories

- |                           |                                |                           |
|---------------------------|--------------------------------|---------------------------|
| Goodyear Patching Cement. | Air Cocks.                     | Tire Pressure Gauge.      |
| Goodyear Tire Putty.      | Priming Cups.                  | Valve Tool.               |
| Tire Patches.             | Drain Cocks.                   | Coil Protector.           |
| Radiator Cement.          | Upholstering Tacks.            | Ford Fans.                |
| Motor Graphite.           | Mohair Slip On Top Covers.     | Lamp Cord.                |
| Goodyear Quick Cure.      | Transmission Linings.          | Head Light Globes.        |
| Tire Talcum.              | Brake Linings.                 | Tail Light Globes.        |
| Tire Soap Stone.          | Foot Accelerators.             | Crown Fenders.            |
| Brake Band Rivets.        | Still Brake Shoes.             | Radius Rods.              |
| Pump Bands.               | Rubber Cement.                 | Sub Radius Rods.          |
| Fan Guides.               | Tail Electric Lights.          | Wrenches.                 |
| Outer Ball Retainers.     | Ford Timers.                   | Pliers.                   |
| Hub Bolts.                | Tire Testers.                  | Socket Wrenches.          |
| Pump Hose.                | Auto Tacks.                    | Lock Washers.             |
| Lamp Plugs.               | Auto Pumps.                    | Piston Rings.             |
| Pump Washers.             | Front Hubs.                    | Pistons.                  |
| Spark Plugs.              | Rear Hubs.                     | Oil Gauges.               |
| Spark Plug Porcelains.    | Front Spindles.                | Connecting Rods.          |
| Lighting Switches.        | Front Springs.                 | Spring Shackle Bolts.     |
| Dry Cell Batteries.       | Rear Springs.                  | Spring Clips.             |
| Battery Connections.      | Ford Wheels.                   | Timer Wires.              |
| Carbide.                  | Hub Lock Nuts.                 | Radiator Caps.            |
| License Brackets.         | Inner Ball Retainers.          | Valve Grinders.           |
| Shock Absorbers.          | Hose Connections.              | Valve Removers.           |
| Grease Guns.              | Hubkeys.                       | Valve Grinding Comp.      |
| Cup Grease.               | Oil Can Holders.               | Auto Locks.               |
| Lubricating Oil.          | Valve Insides.                 | Head Lamps.               |
| Liquid Wax.               | Switch Keys.                   | Automobile Spades.        |
| Carbon Remover.           | Lock Washers.                  | Automobile Axes.          |
| Metal Polish.             | Spark Coil File.               | Gorge Pails.              |
| Shellac.                  | Spark Plug Wire.               | Water Bags.               |
| Automobile Paint.         | Hose connections for all Cars. | Funnels.                  |
| Cap Screws.               | Dust Caps.                     | Automobile Measures.      |
| Valve Caps.               |                                | Oil and Gasoline Faucets. |
|                           |                                | Tire Tape.                |

And Other Items Too Numerous to Mention

## Smith-Murchison Hardware Company

# Have Your Own Garage

☐ The advantages of having a garage of your own more than offset the small cost of building it. Come here and let us show you plans that will meet your needs—estimates that won't strain your purse.

☐ Our experience with materials—our knowledge of the short cuts in building—our low prices—these will surely reduce your cost to the lowest possible figures—whether you build a garage, house, barn or other building.

Our lumber is manufactured of carefully selected stock, cut accurately to all standard sizes and seasoned thoroughly. Come and talk it over with us.

☐ Buy the best shingles the market offers if you want the worth of your money. Cheap grades mean early repairs, and frequent repairs cost heavily in the long run. Let us sell you the shingles you ought to buy and show you how to buy economically.

## BROOKE-MORRIS LUMBER COMPANY

and Mrs. W. B. Page, Mr. and Mrs. A. J. McLemore, Mr. and Mrs. Fullbright and two sons.

All the parties were preparing to leave Crockett in the near future, and the dinner was a loving tribute to the place they have made in the hearts of their host and hostess during their residence here.

The table was beautifully decorated and the dinner was daintily served by the always charming hostess.

As a climax to the evening many friends were invited over, and Prof. Fullbright entertained them with a delightful program of readings. All were enthusiastic in their praises of Prof. Fullbright and in their thanks to Mr. and Mrs. Brooke for a most enjoyable evening.

Rev. and Mrs. Fullbright left Wednesday for Houston, where they will make their future home; Mr. and Mrs. Page left the following Tuesday for Florida, where they will spend the summer; and Mr. and Mrs. McLemore will leave soon for their former home in Kennard. We are sorry to lose all these good people from our midst.

Reporter.

### Keep Posted.

This good roads and automobile number of the Courier is made possible by the enterprising business people of Crockett. See what they have to say in this paper. If all of Crockett's enterprising and liberal business and professional people are not represented in this issue, they will be in future issues. Watch the Courier for their announcements. It is as necessary for the reader to keep posted in business matters as in other matters. Read the Courier for business and other information.

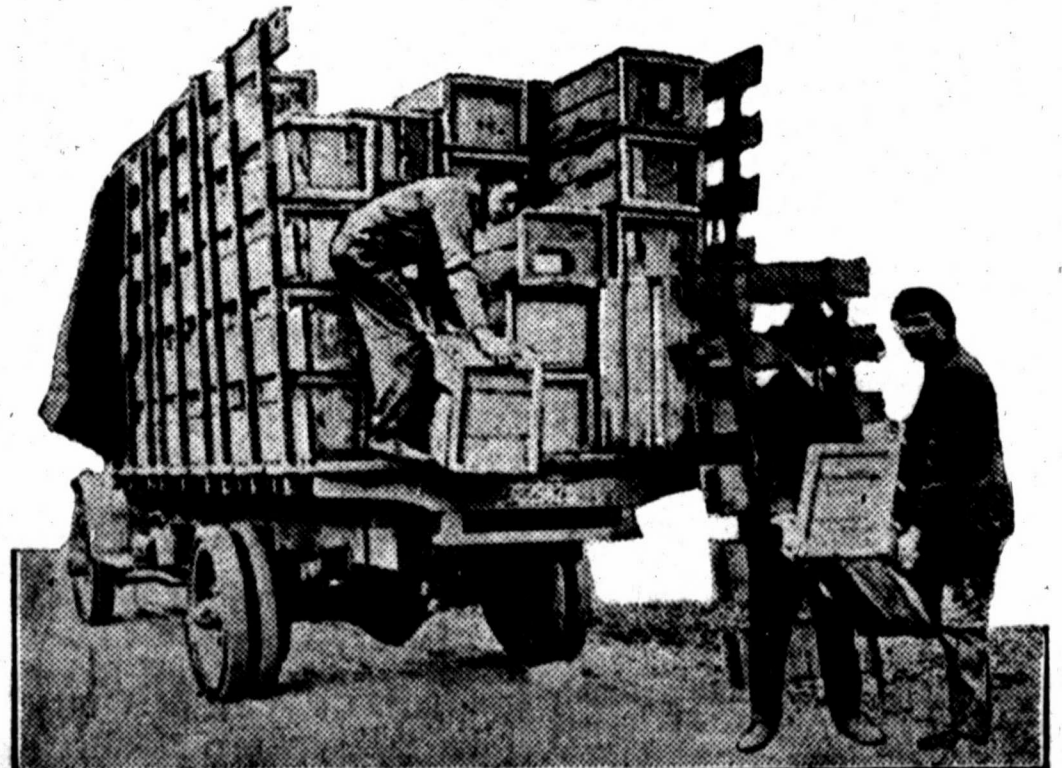
## COLLECTING AND DELIVERING FARM FREIGHT

(Prepared by the United States Department of Agriculture.)  
 Farm-to-farm collection of freight on motortruck crates is practiced on short rural routes where comparatively few stops are ordinarily made. Such collection is costly both in time and gasoline and hence necessitates higher rates. The cross roads collection system is popular also, the shippers centralizing their produce at certain points where it can be loaded on the trucks. The central assembling method where the shippers concentrate their freight at one point or where a lighter, auxiliary truck collects and delivers it is worthy of trial, as it possesses many efficient features. The delivery of the goods at their destinations may be handled very satisfactorily in a similar manner.

**Must Keep Accounts.**  
 The small-scale truck line usually collects the charges when the freight is accepted, while the more elaborate systems which haul regularly for different patrons submit weekly or monthly bills. It is essential that each truck operator, no matter how

simple his system, should keep a record of his expenses. The bureau of markets in an investigation of over 60 rural motor routes, ascertained that many operators who kept no accounts thought they were making a profit, when, as a matter of fact, they were gradually exhausting their original investment for current expenses.

**Must Practice Economy.**  
 Rural hauling by motor is limited and restricted by the operation costs as compared with those of railroads, electric lines and boat routes. The truckman must practice every possible economy in order to minimize his expenses which will be reflected in his charges. Truck routes are only adapted to sections in which the roads are good, as poor roads are an insurmountable obstacle to motor freighting. Furthermore, truck operators must be financially responsible for the goods they carry. Consequently they should be protected by adequate insurance. It is only by such practices that a permanent and certain business can be developed.





## MANY MILLIONS GOING INTO ROADS

Western States to Spend Much Money in Highway Construction and Maintenance.

Millions of dollars will be expended in highway construction and bridge work and maintenance by the states of the central West during the present year, according to data recently compiled by highway authorities.

Colorado has 51 miles of highways under construction at a cost of \$300,000; 91 miles ready for contract to cost \$360,000, and 30 miles and three bridges contemplated, to cost \$350,000. Maintenance on 4,000 miles will amount to about \$500,000, while local road and bridge expenditures will amount to about \$2,200,000.

Idaho has 87 miles, costing \$720,000, under contract; 45 bridges, costing \$425,000, ready for contract, and about \$1,800,000 worth of additional work is contemplated during the season.

Iowa will expend \$15,000,000 on the road system of the state, of which about \$11,000,000 will be for road and bridge construction.

Missouri has 666 miles under contract, costing \$1,785,000; 888 miles, costing \$3,104,000, ready for contract, and about \$3,000,000 additional construction contemplated. Local road and bridge expenditures in the state will amount to about \$7,000,000.

Nebraska has 173 miles, costing \$431,000, under contract; 145 miles, costing \$550,000 ready for contract, and about 610 miles, estimated at \$1,310,000 contemplated. Local road and bridge expenditures will amount to about \$3,000,000.

Nevada has four miles, costing \$54,000, under contract; 102 miles costing \$657,412, ready for contract; 123 miles, costing \$523,000, contemplated. Local



The Photograph Shows a Portion of the Pikes Peak Ocean-to-Ocean Highway.

expenditures on maintenance will amount to \$600,000.

Oklahoma has 128 miles, including 80 bridges, costing \$1,360,000, under contract. Additional construction of 165 miles, costing \$2,500,000 contemplated.

These amounts will be supplemented by increased federal aid appropriations and later, it is hoped, by national construction of main trunk lines under the supervision of a federal highway commission, as provided for in the Townsend bill which will come up for consideration in the next congress.

### Build Roads Now.

If roads are a good thing, why not build them immediately, instead of waiting and suffering inconveniences for years to come, because it should be remembered that we are not saving any money by acting in such a manner.

## SHOULD DRAG ROADS AT THE PROPER TIME

Fully as Important as It Is That Highways Be Done Right—Keep Ruts From Forming.

(Prepared by the United States Department of Agriculture.)

It is fully as important that a road be dragged at the right time as it is that the dragging be properly done. Furthermore, the difficulties involved in prescribing definite rules for determining when dragging should be done are equally as great as those already encountered in attempting to define how it should be done. Only very general statements concerning this feature of the work can properly be made here, and much must be left to the experienced judgment of those who decide when the dragging of any particular road is to be started and when it is to be stopped.

The rule frequently cited that all earth roads should be dragged immediately after every rain, is in many cases entirely impracticable and is also very misleading because of the condition which it fails to contemplate. It is true that there are many road surfaces composed of earth or earthy material which do not become very muddy under traffic, even during long rainy seasons, and since such surfaces usually tend to harden very rapidly as soon as the weather clears up, it may be desirable to drag roads of this kind immediately after a rain. Such roads, however, would not ordinarily need to be dragged after every rain, because of the strong tendency that they naturally



Drag on a North Carolina Road.

possess of holding their shape. On the other hand, many varieties of clay and soil tend to become very muddy under only light traffic after very moderate rains, and, it is evident that roads constructed of such materials could not always be successfully dragged immediately after a rain. Sometimes, in fact, it may be necessary to wait until several consecutive clear days have elapsed after a long rainy spell before the road is sufficiently dried out to keep ruts from forming almost as rapidly as they can be filled by dragging.

Well-constructed sand-clay topsoil roads should not often become muddy after they are once well compacted. They may be seriously rutted, however, under heavy traffic, during rainy weather, and are almost sure to need dragging several times each year. Such roads should ordinarily be dragged as soon after a rain as practicable as otherwise the surface soon becomes dry and hard, so that it is necessary to do considerably more dragging in order to fill the ruts. Furthermore, the material which the drag moves will not compact readily unless it contains a considerable amount of moisture.

Gravel roads can be effectively maintained with a road drag only when the gravel composing the surface is fine-grained and contains a considerable quantity of clay earth. Gravel road surfaces in which this condition prevails not infrequently get badly out of shape during wet weather, and may sometimes re-

Drink  
**Coca-Cola**  
DELICIOUS and REFRESHING

You can't think of "delicious" or "refreshing" without thinking of Coca-Cola.

You can't drink Coca-Cola without being delighted and refreshed.

The taste is the test of Coca-Cola quality—so clearly distinguishes it from imitations that you cannot be deceived.

Demand the genuine by full name—nicknames encourage substitution.

THE COCA-COLA CO.  
ATLANTA, GA.

Sold Everywhere

## CLEAN OIL BASE MOST ESSENTIAL

It Should Be Taken Down and Deposits of Oil and Muck Removed Occasionally.

(By William H. Stewart, President of the Stewart Automobile School.)

What a world of trouble you are storing up for yourself if you do not drop the oil base and clean it. Sediment and muck accumulate faster than you think, and sooner or later you will have a ruined engine on your hands. It is not sufficient to change the oil regularly, as advised by the manufacturer. The oil base should be taken down and the deposits removed occasionally.

The first time you do this you will be surprised at the nature of the accumulations. Small lumps of carbon from the cylinders, sand from the road, even particles of metal turnings left there when your car came from the factory, have all been found in the oil base. But worst of all is the thick muck of burnt oil and carbon which covers the bottom and sides. The grit and other particles are heavy and sink to the bottom, but the muck remains even after the base is drained of the old oil.

The advice usually given to the motorist may be summed up as follows: "Drain out all the old oil. Replace the plug and fill to the usual level with kerosene. Run the engine not more than 30 seconds and then drain the

quire considerably more attention than well constructed clay topsoil. The time for dragging gravel roads is unquestionably while they are wet. In fact, the best results are sometimes obtained by doing the dragging after the road has become thoroughly soaked and while it is still raining.

In general, it may be said that the best time to drag any type of road is when the material composing the surface contains sufficient moisture to compact readily after it has been moved by the drag and is not sufficiently wet for the traffic following the drag to produce mud.

oil base. Repeat if thought necessary. This stirs up the muck and sediment which runs out with the kerosene. In this way the base and bearings are cleaned with a minimum of effort and without removing the crank case.

"Stir it up," as Hamlet says. Indeed, the grit, which should lie dormant until scraped out by hand, is stirred up and splashed all around the crank case and also carried into the bearings. It forms a fine grinding compound which either shortens the life of the bearings or clogs up the oil holes, causing the bearings to run dry.

So while it is a dirty job and a disagreeable one to remove the crank case for proper cleaning it is the only way to give your engine the proper care it really needs.

Road building will shortly become one of the major activities of our government.

## LOUIS ANTOON

SHOE SHOP

Work Guaranteed

Make second-hand shoes better than new.

## CRYING NEED FOR PAINT

There is a crying need for paint on thousands of houses throughout Texas—good paint that will beautify and satisfy. If you want the best, use M A S U R Y. Reasonable in price, and wholly dependable in quality.

B. F. CHAMBERLAIN



## Makes Such Light, Tasty Biscuits

Just let mother call, "Biscuits for Breakfast!" We're sure there's a treat that can't be beat in store for us—light, tender biscuits—toasty brown and all puffed up with goodness! For mother is sure of her baking powder—Calumet. She never disappoints us because



## CALUMET BAKING POWDER

never disappoints her. It's dependable. Results always the same—the best. Try it.

Calumet contains only such ingredients as have been approved officially by the U.S. Food Authorities.

You Save When You Buy It. You Save When You Use It.

HIGHEST QUALITY AWARDS



## The Crockett Courier

Issued weekly from Courier Building

W. W. AIKEN, Editor and Proprietor

OUR COUNTY'S  
ROLL OF HONOR

## WHITES.

Following are the names of the Houston county boys who have given their lives in the service of our country:

John B. Ellis, son of Mr. and Mrs. John H. Ellis, died in the service November 29, 1917. Member of E Company, 143d Infantry, 36th Division.

Archie Poole, son of Mrs. V. V. Barclay, died in the service November 29, 1917. Member of E Company, 143d Infantry, 36th Division.

Albert D. Sullivan, son of Mr. and Mrs. J. T. Murray, died in the service December 1, 1917. Member of H Company, 143d Infantry, 36th Division.

Irvin Sims, son of "Dad" Sims, died of German submarine action February 5, 1918. Member of F Company, 6th Battalion, 20th Engineers.

Henry Johnson, son of Mr. and Mrs. W. A. Johnson, died in the service March 25, 1918. Member of A Company, 345th Battalion, National Army.

Lieutenant Thomas R. Brailsford, son of Mr. and Mrs. George Brailsford, fell in battle June 6, 1918. Member of 96th Company, 6th Regiment of Marines, 2nd Division.

Shade Carlton, son of Mr. and Mrs. J. M. Carlton, fell in battle August 1, 1918. Member of D Company, 47th Infantry (regular army.)

James O. Ritchie, son of Mr. and Mrs. N. W. Ritchie, fell in battle September 12, 1918. Member of A Company, 360th Infantry, 90th Division.

Barker T. LaRue, son of Mr. and Mrs. Babe LeRue, fell in battle September 13, 1918. Member of E Company, 360th Infantry, 90th Division.

Joe Satcher, without parents, fell in battle September or October, 1918. Member of E Company, 360th Infantry, 90th Division.

James A. Harrison, lived with parents near Grapeland, fell in battle October 3, 1918. Member of K Company, 9th Infantry, 2nd Division.

Isaiah D. Adams, son of Mr. and Mrs. Hugh Adams, fell in battle October 4, 1918. Member of L Company, 23rd Infantry, regular army.

Daniel M. Hester, step-son of J. D. Clark, fell in battle October 4, 1918. Member of F Company, 7th Infantry, regular army.

Jesse R. Rawls, son of Sam Rawls, fell in battle October 9, 1918. Member 313th Field Artillery; formerly of Company F, 142nd Infantry, 36th Division.

Lucy High, son of Mr. and Mrs. R. A. High, died in the service October 10, 1918. Member of training company, National Army, Camp Bowie.

Corporal Wyatt N. Creath, son of W. G. Creath, died in the service October 14, 1918. Member of C Company, 85th Infantry, 18th Division.

Clifford A. Dennis, son of Mr. John A. Dennis, died in France October 18, 1918. Member of G Company, 143rd Infantry, 36th Division.

William R. Matchett, son of Mr. and Mrs. M. B. Matchett, died in the service October 21, 1918. Member of L Company, 123rd Infantry, 31st Division.

Norman Richards, son of Mr. and Mrs. J. N. Richards, fell in battle November 4, 1918. Member of I Company, 360th Infantry, 90th Division.

Corporal Thomas H. Sepmore, son of Mr. and Mrs. T. S. Sepmore, died November 14 of wounds received in action. Member of E Company, 360th Infantry, 90th Division.

Corporal Chesley Webb Hudson, son of Mr. and Mrs. F. P. Hudson, died in France February 12, 1919. Member of E Company, 111th Supply Train, 36th Division.

## COLORED.

Mose Fobbs, son of Joseph Fobbs, died in the service August 10, 1918. Member of First Company, Provisional Detachment, Labor Troops.

William Nelson, son of W. M. Nelson and wife, died in the service March 28, 1919. Member of Headquarters Company, 371st Infantry, 92nd Division.

One year ago, under the pressure of war necessities, the public was requested to refrain from all unnecessary travel, and under the stress of war conditions, the public was necessarily subjected to a great deal of inconvenience when it did have to travel. Now the war necessity is passed and it is the settled policy of the Railroad Administration to do everything reasonable within its power to facilitate travel and to make it more attractive. In furtherance of this policy, the railroad ad-

CROCKETT BECOMES  
IMPORTANT CENTER

In the Highway Development of the State—Better Than More Railroads.

It may not be generally known that the State Highway Commission has designated, numbered and named officially twenty-five main highways for Texas and that three of them pass through Crockett, an important fact in connection with this most important of all public utilities development that is not true of any other inland city of the state.

First, we have the Red River to the Gulf Highway, extending clear across the state, from Paris at the north to Houston, a distance of over three hundred miles. This highway enjoys the distinction of not only being the longest graded highway in Texas but of any other state in the south.

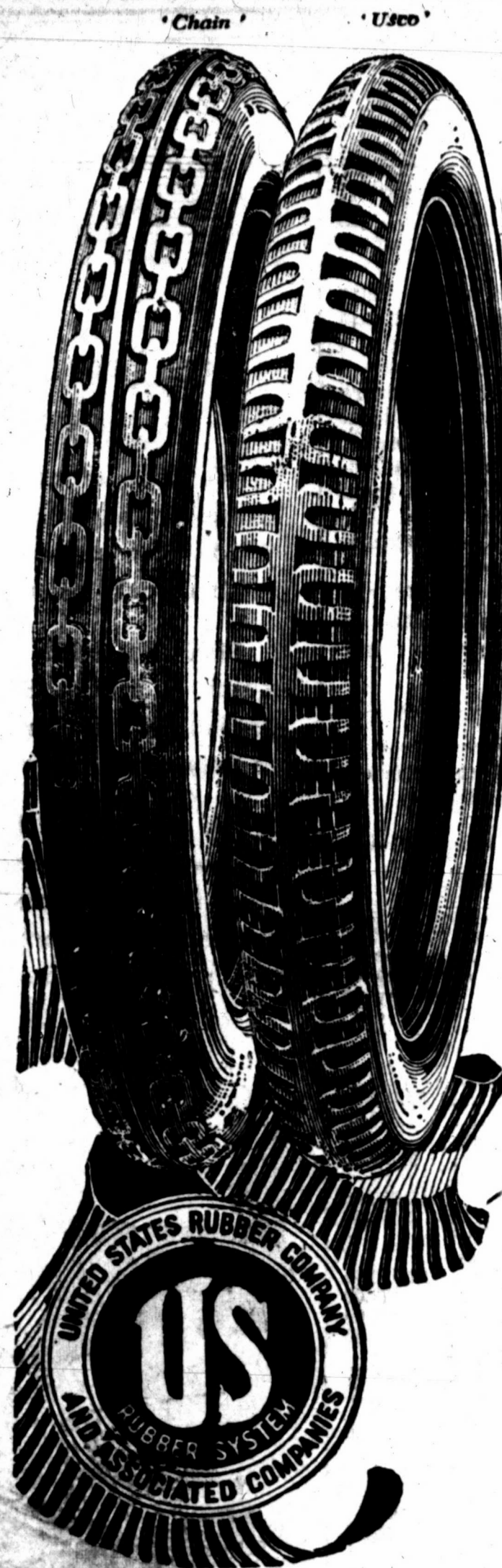
Not a water course is crossed by ferry the entire distance, but all the streams are crossed by substantially built bridges located above high water mark, and the culverts and drainage ways are of corrugated steel or cement construction. The thirty-thousand dollar steel bridge over the Trinity river at Riverside was built as the result of the campaign work that completed the entire three hundred miles of direct north and south trunk-line highway.

Another important feature in connection with the Red River to the Gulf highway is that it will only be necessary to hard-surface the road to have it adopted by the United States as a military highway and afterward maintained by the government. We have plenty of material in our unlimited quantities of iron ore deposited at convenient points along the way. It is estimated that cost of crushing and placing this material on the roadway would only be \$3000 per mile. It will be done some day, and when that has taken place the value of farm lands along the line will have increased from fifty to one hundred per cent in value. The official number of this state highway is 19.

State Highway No. 21 is called the Gonzales-San Augustine Highway, from Gonzales via Giddings, Crockett, Nacogdoches and San Augustine, east to the state line—generally known as the San Antonio or King's Highway. When completed this state highway should be next in importance to the Red River to the Gulf. Several attempts have been made to organize the forces along the route to build this highway, but so far nothing has been accomplished. The latest effort originated just lately at Normangee over the river in Leon county. Our Commercial Club was asked last week if the people of Crockett would join in a move to get the work started, and without consulting any one, the secretary replied that we were ready to join the procession and suggested that the mass meeting to perfect the organization be held in Crockett.

State Highway No. 7 was officially christened the Central Texas Highway, and extends from a point on the Sabine river directly east of Newton, through Newton, Crockett and Waco to San Angelo. We think a little work has been done on this line in the vicinity of Newton, but no comprehensive organization has been undertaken with a view of building the whole line.

If the first two highways mentioned could be hard surfaced, so as to stand the motor truck service that is being installed over the country where highways are thus treated, the traffic that would result would benefit the territory served better than additional railway lines. See what it would mean to Crockett. Now that we are to have no more Liberty Loan campaigns, why not have a good roads agitation?



## A Good Tire Year

You have doubtless noticed the growing preponderance of United States Tires.

Every one is asking for tires of known value and proved dependability.

And that is precisely what United States Tires represent in the minds of motorists here and everywhere.

The idea back of United States Tires—to build good tires—the best tires that can be built, is appealing to rapidly growing numbers.

We can provide you with United States Tires to meet—and meet exactly—your individual needs.

United States Tires  
are Good Tires

We Know United States Tires Are GOOD Tires. That's Why We Sell Them.

East Texas Motor Company. J. O. Monday & Son, Lovelady. Kennard Mercantile Co., Kennard  
G. M. Mahoney, Ratcliff. Ross Grocery Co., Weldon.

GIVE ATTENTION  
TO AUTO LIGHTS

Owners Overlook Essential Part by Thinking Wiring Too Complicated to Master.

Most car owners believe the lighting system on a car is too complicated to be mastered. But it is not at all difficult to learn how to take care of it. The battery, the lights, the ammeter, the fuses and the wires can readily be inspected occasionally. Every motorist should know how to read a hydrometer and test the battery. The celluloid hydrometer is better than the one made of glass, because it is not so easily broken.

A reading of from 1275 to 1300 indicates that the battery is in good condition and is being properly charged by the generator. If the reading is down to 1200 it indicates that the lights or the starter are being used too much.

Keep the battery terminals tight and cover them with cup grease to prevent corrosion by

tioned could be hard surfaced, so as to stand the motor truck service that is being installed over the country where highways are thus treated, the traffic that would result would benefit the territory served better than additional railway lines. See what it would mean to Crockett. Now that we are to have no more Liberty Loan campaigns, why not have a good roads agitation?

H. A. Fisher, Secretary.

the battery acid. Short circuits can be prevented by watching the wire insulation and covering worn places with tape.

The ammeter should be watched closely, for it indicates whether the battery is charging when the engine is running. The very best type of ammeter is that which shows the rate at which the charging or discharging takes place.

When the car is running at normal speed—say 20 miles an hour—with all lights on, the ammeter should show charge. If it does not, the battery will soon be discharged. Always see that the ammeter doesn't register discharge when the lights and ignition are turned off. This would be caused by a short circuit between the ammeter and the switch.

Occasionally an ammeter needle becomes bent, giving an incorrect reading. This may be determined by shutting off lights and disconnecting the wire from the ammeter to the switch. If any variation is noted it must be allowed for when

making a reading.

It is always a good plan to carry a duplicate set of lamp bulbs for the car. Note the voltage of the tail light and the instrument light. If these are marked 3V instead of 6V it means that they are wired in series—that is, the current must pass through one and then through the other before it grounds. This is done to notify you whether the tail light is burning. If one of these lights goes out the other also goes out. These lamps must not be put in sockets marked for 6V lamps, such as the side lights, as they would burn out in a few seconds. On the other hand, a 6V lamp would not be harmed but it would give very little light.

Always keep an extra supply of fuses on hand. Learn the location of the fuse for each set of lamps. This is easily determined by turning on all the lights and pulling out the fuses one at a time. When fuse burns out, find the short circuit before replacing it, otherwise you will burn out fuses just as fast as you put them in.

## INSURANCE

Fire, Plate Glass, Accident and Sickness  
Tornado and Automobile.

Mrs. A. C. Collins

Rear Crockett State Bank  
All Business Appreciated



## IMPORTANT PART IS ILLTREATED

Owners Should Give More Attention to Universal Joints, Declares an Expert.

Pity the sorrows of the poor universal joint. Compelled to struggle on alone, out of sight and out of mind striving to overcome friction when neglected, shocked almost to the breaking point by contact of the rear wheels, with water bars and mud holes, wrenched unmercifully by sudden use of the clutch—still it stands up under the strain. Study its needs and attend to them, and you will be repaid a hundredfold, writes an expert in an exchange.

The purpose of a universal joint is to deliver power from one shaft to another when out of line or at a varying angle. The forward end is fastened to the spline shaft in the gear box and the rear end to the propeller shaft going to the differential and the rear axle. Some manufacturers place another universal joint near the differential. The two shafts are rarely in line, so some sort of a flexible coupling is necessary, and the present high-grade joint has been devised.

The gear box rises and falls with the spring action, but the rear axle follows the contour of the road. Thus the two shafts are continually moving out of line and the need of a flexible joint is quite apparent. The angle is never very great for any departure from a straight line loses power. When the car is properly loaded with passengers the line will be found to be very nearly, if not quite, straight.

On account of its location the joint is often neglected probably more than any other part of the car. It is a dirty job to grease or even to inspect it, so it is neglected until the engine is unable to pull the usual hills on high gear. Frequently the engine is blamed for this, whereas the fault is entirely due to friction in the universal joint, gears, and differential. Long before this trouble arises the joint should be lubricated.

The old types were covered with a leather boot difficult to remove. But the present type is completely incased in metal with a convenient plug for greasing. Of course a great gun must be used and the lubricant forced in at different angles. Use a light gear-case compound, one

that will reach every part readily.

Do not use a cup grease, as it will not work into the joints, but will squeeze out and stay out. This also applies to the lubricant used in gears and differential. It must be of a consistency to run in between the gears as fast as it is forced out.

Now give a look at the bolts holding the flanges together and you may learn something to your advantage. Sometimes a bolt will loosen, throwing extra strain on the others. The joint loosens up and the bolts break. Put a wrench on them occasionally or, better still, have them secured by heavy bail wire. This will prevent them from turning.

Hauling costs are lowered by good roads because the size of the load is limited by the worst spot in the road.

—NO. 1086—

Official Statement of the Financial Condition of the

### Lovelady State Bank

AT LOVELADY.

State of Texas, at the close of business on the 12th day of May, 1919, published in the Courier, a newspaper printed and published at Crockett, State of Texas, on the 22nd day of May, 1919.

#### RESOURCES:

Loans and Discounts, personal or collateral	\$ 39,784.50
Loans, real estate	1,500.00
Bonds and Stocks: Liberty Bonds	1,700.00
U. S. Certificates of Indebtedness	30,000.00
Furniture and Fixtures	1,005.57
Due from other Banks and Bankers, subject to check, net	32,592.55
Cash Items	77.80
Currency	4,225.00
Specie	514.95
Interest and Assessment Depositors' Guaranty Fund	726.37
Other Resources	58.75
<b>Total</b>	<b>\$112,184.69</b>

#### LIABILITIES:

Capital Stock paid in	\$ 25,000.00
Surplus Fund	1,000.00
Undivided Profits, net	1,357.35
Individual Deposits, subject to check	82,751.01
Time Certificates of Deposit	2,065.00
Cashier's Checks	11.33
<b>Total</b>	<b>\$112,184.69</b>

State of Texas, County of Houston.

We, K. D. Lawrence, as president, and W. A. Atkinson, as cashier of said bank, each of us, do solemnly swear that the above statement is true to the best of our knowledge and belief.

K. D. LAWRENCE, President.  
W. A. ATKINSON, Cashier.

Subscribed and sworn to before me this 17th day of May, A. D. 1919.

(seal) C. B. MOORE,  
Notary Public, Houston County, Texas.

Correct-Attest: A. A. WALLER,  
H. H. LARUE,  
W. E. ELKINS,  
Directors.

## Instead of Linen— INDIAN HEAD CLOTH

### Sun Frocks that are Real Fun Frocks

We know of nothing so good as Indian Head for children's little suits and dresses. Made for wear and tear, many rubbings and tubbings only freshen its crisp, white beauty.

Slow to wrinkle, slow to soil, frocks and suits of Indian Head hold their style. Indian Head is economical in every way. It is fully guaranteed by the makers.

We recommend Indian Head for every purpose where one wants a durable white wash fabric. It is excellent for utility frocks, house dresses, sport clothes, children's suits and rompers, embroidery and hemstitching.



This cloth and many other kinds can be bought at

## THE BROMBERG STORE

## Crockett Motor Company

Reliable repairing, expert workmanship and a square deal—that's what you get when you let us do your repairing.

We have a full line of Federal and Goodrich tires in both fabric and cord and the prices have been reduced 15 per cent.

Genuine Ford, Chevrolet and Maxwell parts carried in stock at all times.

We operate a battery service station and sell Columbia storage batteries—the battery with the 12 months' straight guarantee.

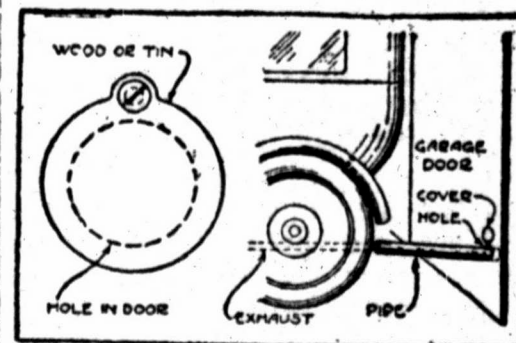
We also carry a full line of accessories and will appreciate a part of your gasoline and oil trade.

**CROCKETT MOTOR COMPANY**

#### Asphyxiation in a Garage.

A simple way to fix a garage so that the motor may be run for any length of time without danger of asphyxiation to anyone inside may be accomplished as follows:

Cut a hole about 2½ inches in diameter in the door. Over this fit a swinging door, to be used



A Pipe Extension for the Exhaust of an Automobile to Run the Gases Outdoors.

when not in use. Take a 2-inch pipe, and place one end over the exhaust pipe of the automobile and the other end through the small hole in the door.—S. L. Farwell, in Popular Science Monthly.

#### To Fix Broken Insulation.

When on the road it is found that wiring insulation is broken with all its attendant troubles,

the injured insulation may be quickly and easily repaired by using a small quantity of the tar which is to be found on top of the battery. Melt the tar, and while it is hot spread it over the break in the insulation and cover the whole job with a piece of cloth. Of course, if electrician's tape is at hand this may be used to repair the break; indeed, this is precisely the sort of service for which the tape is intended.

#### Remove Dust From Motor.

A painter's brush that is thick and soft will be found better

than waste for removing dust from the motor.

#### Battery Wire Will Corrode.

The inside of copper wire of the sort used for battery connections frequently corrodes until it is completely eaten through, when it parts and a short circuit results. This trouble is caused by the sulphuric acid gas in the cells, accentuated by the damp air about the battery. If the wires are coated at and around the terminals with cup grease the copper will be effectively protected from the acid fumes.

## Tents for Summer Assembly

Lend or rent your tent to the nearest Baptist family attending the new Texas Baptist Assembly, Teague, June 11 to 19, or write direct, Texas B. Y. P. U. Association, 704 Insurance Building, Dallas.



**The Crockett Courier**

Issued weekly from Courier Building

W. W. AIKEN, Editor and Proprietor

**PUBLISHER'S NOTICE.**

Obituaries, resolutions, cards of thanks and other matter not "news" will be charged for at the rate of 5c per line.

Parties ordering advertising or printing for societies, churches, committees or organizations of any kind will, in all cases, be held personally responsible for the payment of the bills.

In case of errors or omissions in legal or other advertisements, the publishers do not hold themselves liable for damage further than the amount received by them for such advertisement.

Any erroneous reflection upon the character, standing or reputation of any person, firm or corporation which may appear in the columns of the Courier will be gladly corrected upon its being brought to the attention of the management.

**SATURDAY IS ELECTION DAY.**

This coming Saturday, May 24, is constitutional amendment election day. Four constitutional amendments are to be voted on. They are important. Let every qualified voter vote.

One is the constitutional amendment regarding the sale of alcoholic liquors and embodying the prohibition question. There is hardly a voter in Houston county who does not know how he stands on the prohibition question. He knows whether or not he is for the principle of prohibition or against it. The issues have been thoroughly aired in many campaigns. Then let no voter, as a free man, fail to cast an honest vote in the coming election on Saturday.

Another is the constitutional

amendment permitting women to vote in general elections. They are now voting in primaries. The question of woman suffrage was given a preliminary test in the primary last summer, and all voters no doubt have fixed opinions on this question. Again, let all free men, qualified voters, vote on Saturday, May 24. Otherwise you are paying your poll tax for no purpose.

Then there is the home ownership amendment, the object of which is to assist tenants in becoming home owners. This home ownership amendment was a plank in the platform on which Governor Hobby made his campaign last year. If you favor assisting the tenant to become a home owner, vote for it. If you do not, vote against it. But vote one way or the other.

There is another amendment. It is to raise the salary of the state's highest official. It is to raise the salary of the governor of Texas, which was fixed more than forty years ago, from \$4000 a year to \$10,000. No doubt the governor's salary should be raised, but some may think that the raise is too much. If you think it is too much, vote against it. If you think it is not too much, then vote for it. But, whichever way you think, by all means vote.

**Change in Road Sentiment.**

When we consider the fact that such a large proportion of our population are owners of automobiles it is not difficult to understand the change in sentiment in regard to road building that has recently developed.

# Ford

The Universal Car—The Car That Leads Them All

¶ In the beginning was the Ford car and the Ford car was right—right in construction and right in design—a motor car to satisfactorily meet the demands of the people for service and pleasure—the car for the multitudes.

¶ Henry Ford saw that it was good and builded accordingly a motor car so simple in mechanical construction that anybody could successfully operate it; so strong in construction that it could traverse all sorts of road conditions; so flexible that it would meet with satisfactory service the many and various demands of all lines of human activity—to be in fact the Universal Car.

¶ The multitudes saw that it was good and started booking their orders until there are now in use over three million Ford cars. One-half of all the cars on American roads are Ford cars. And while there are nearly two hundred different makers of motor cars in America, the Ford factory produces more than one-half of the aggregate.

¶ A few facts from the boys over there: Under British capture the first car in Bagdad was a FORD. The first car to cross the Persian mountains was a FORD. The first car in genuine Garden of Eden was a FORD. The first car in the Holy land was a FORD. In France 700 cars out of 1000 were FORDS. In Italy 850 cars out of 1000 were Fords. In Egypt 996 cars out of 1000 were Fords. In Mesopotamia 999 cars out of 1000 were Fords. These are just a few facts about the Ford that convince the most skeptic that the Ford is invincible.

## Towery Motor Company

Authorized Sales and Service

HUGH L. MORRISON, Authorized Representative.

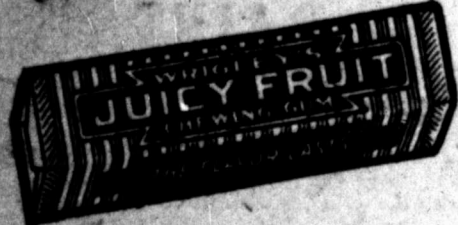
# WRIGLEY'S

## The Flavor Lasts!

Always the best buy for the price

The greatest five-cents worth of beneficial refreshment possible to get.

Sealed Tight—Kept Right



The Flavor Lasts

If we are to keep costs down, our highways must be linked up and there must be through trunk lines provided to which feeders can be built.

People are apparently ready and willing to spend huge sums for roads where a few years ago it would have been impossible to secure even a small appropriation for this purpose.

The report of the joint congressional committee which investigated highway economics in 1914 shows that a saving of 8 cents per ton mile can be affected in transportation costs when a road is lifted from the dirt to the durable class. This does not take into account increased real estate valuation or social advantages from the improvement.

**Germans Begin to Realize Their Thorough Defeat.**

Berne, May 14.—Private messages from various parts of Germany make it clear that the peace terms have at any rate forced the mass of German people to realize their thorough defeat. Hitherto they had not really done so. Never throughout the war was public mourning ordained in Germany, but now the national humiliation is such that orders to refrain from all public amusements are scarcely necessary.

Difficulty is sometimes encountered with leakage through the mohair top. If the top is thoroughly rubbed with boiled linseed oil it will be made practically waterproof.

**FIELDS PROVIDED FOR MOTORTRUCK ROUTES**

(Prepared by the United States Department of Agriculture.)

Regions devoted to truck farming or dairying provide rich fields for motortruck operation. However, consideration should be given to the nature of the products to be hauled, as low-priced, bulky staples may not stand the transportation charges necessary to maintain a route. For illustration, it is unlikely that hay can be transported by motortruck for long distances except under unusual conditions with respect to price. Perishables may stand the motortruck tariff if the transportation service to market is speedier than the customary means of transportation. Such commodities as cream, milk and eggs which are high in price as compared to bulk, may bear a reasonably high transportation charge if more satisfactory facilities are offered.

**Seek Profitable Load.**

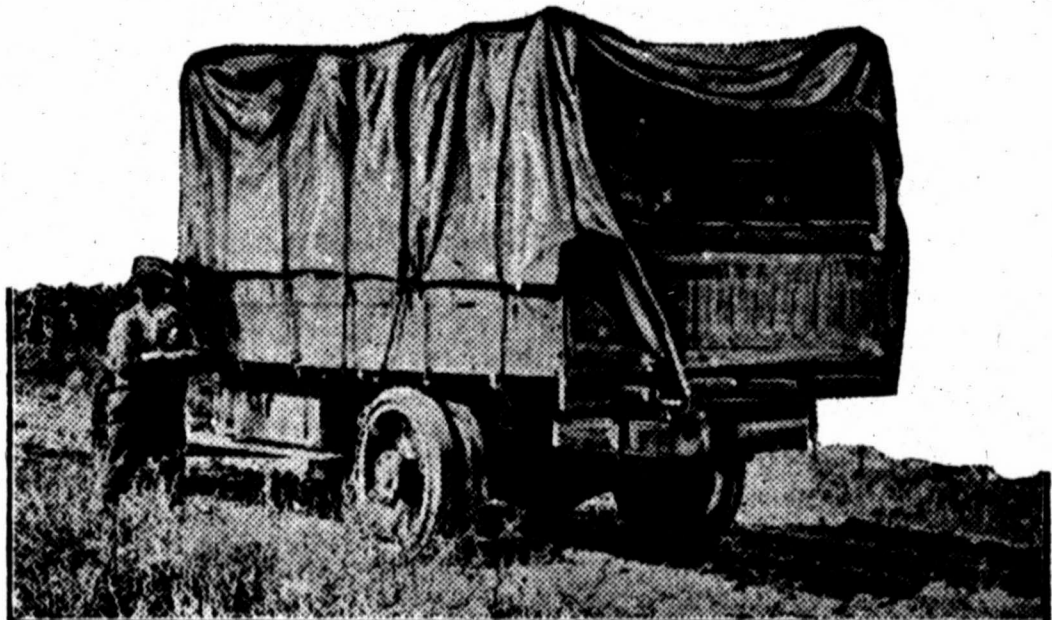
The back haul or return trip, which often is made without a load, constitutes an extravagant practice which truckmen should strive to avoid. Attention should be concentrated on the problem of arranging for freight so

that there will be a profitable load on all trucks whenever they are operated.

Keen competition is another factor in motortruck service. Some operators have found it possible to compete successfully with rail service and yet to charge rates rather higher than were charged by the customary carriers. Such conditions, however, are only possible where the service is developed on a most extensive scale. Freight and express schedules in some districts have been unsatisfactory to shippers recently, and by offering a more prompt and speedy service truck owners have developed a very satisfactory business that ordinarily would be handled by rail.

**Good Roads Essential.**

Good roads are a prerequisite to successful motortruck operation. Very few operators appreciate the increased expense which results from travel over poor roads. The unfortunate operator who tries to maintain his services over highways which are virtually impassable and unsatisfactory has found that his daily operation costs far exceed the average normal expenses and seriously affect his profits.



Hauling a Large Load of Grapes—This Truck With Open-Top Stake Body and Loose Canvas Cover is Not the Best Type for Hauling Perishable Products.



## FAVORABLE ACTION HIGHWAY POSSIBLE

Request of Border Citizens for  
Military Road May Be  
Granted.

Washington, May 14.—Indications point to favorable action by the war department on the request of border citizens for the construction of a military highway from Brownsville to Yuma, Ariz. Congressman Garner conferred today with officials of the construction department of the government, and was assured that the entire question would be submitted to the general staff with recommendation for favorable action. Secretary Baker will be asked by Garner to give his support to the proposition.

General Cabell, commander of the Southern department, writes Garner:

"As to the highway with a barbed wire fence along the entire border from Brownsville to Yuma, I am heartily in favor of it. The lack of proper roads renders long detours necessary in patrolling, and requires the supply of many stations over long routes. A good road with a strong barbed wire fence along and close to the border is a most desirable military feature of border protection."

It is estimated that an appropriation of \$12,000,000 will be required for this work.

### Hints for Motorists.

When oversize tires are to be used the car owner should be certain that there is enough clearance between all the tires and the nearest parts of the car. When the tires are under heavy load there is danger that there will not be clearance between wheels and fenders and the casing. Be certain that when the springs are compressed to the limit by some extra bump, the tires will not come in contact with some part of the chassis.

When the brakes are not adjusted equally, not only is there danger of skidding, but tire wear will result. When the brake on one side locks its wheel, while the other is still revolving, the casing on the locked side is scraped along the ground, to the detriment of the tread.

One of the most useful things to carry in the car on tours is 25 feet of half inch manila rope, which has almost endless uses. In the first place, it is an admirable tow-rope. It can be wrapped around axle and spring after some of the spring leaves have been broken, to get home without breaking the rest of the leaves. It can be cut in two and wrapped around the rear tires to give traction in some mudhole where it would be impossible to fasten the chains. The rope can even be used as a tire when the last spare has been blown out, and will save the rim on the journey home.

It is possible to convert the ordinary screw-in grease cup to the use of oil by putting in it a small sponge and using a light grade of oil. In this way oil will be fed gradually and the car owner is

relieved of the need for turning down the grease cups at frequent intervals. It is necessary, of course, to refill the cups with oil at stated intervals and an oil can with extended spout serves well for this.

Wire cloth of the kind used in milk strainers may be used to make a very effective vaporizer by placing a section of it on both sides of the gasket between the carburetor and the intake manifold. This serves to break up the fuel into finer particles, an operation that assists vaporization.

The cable terminals of old storage batteries frequently slip into the battery connector so far that the cap screw does not draw the connection to a tight fit. This results in high resistance and eventually prevents enough current getting across from the battery to start the engine. If lead foil is wrapped around the cable terminal when it fits the battery connector a really tight fit will be the result.

Many motorists carry a flashlight in their cars, and this little piece of equipment is extremely valuable for emergency use. It is an excellent idea to attach two clamps of appropriate size to the dash under the hood to hold this flashlight. In this way the operator always knows where to look for the lamp when he needs it and saves himself the trouble of pawing through the tool box for it.

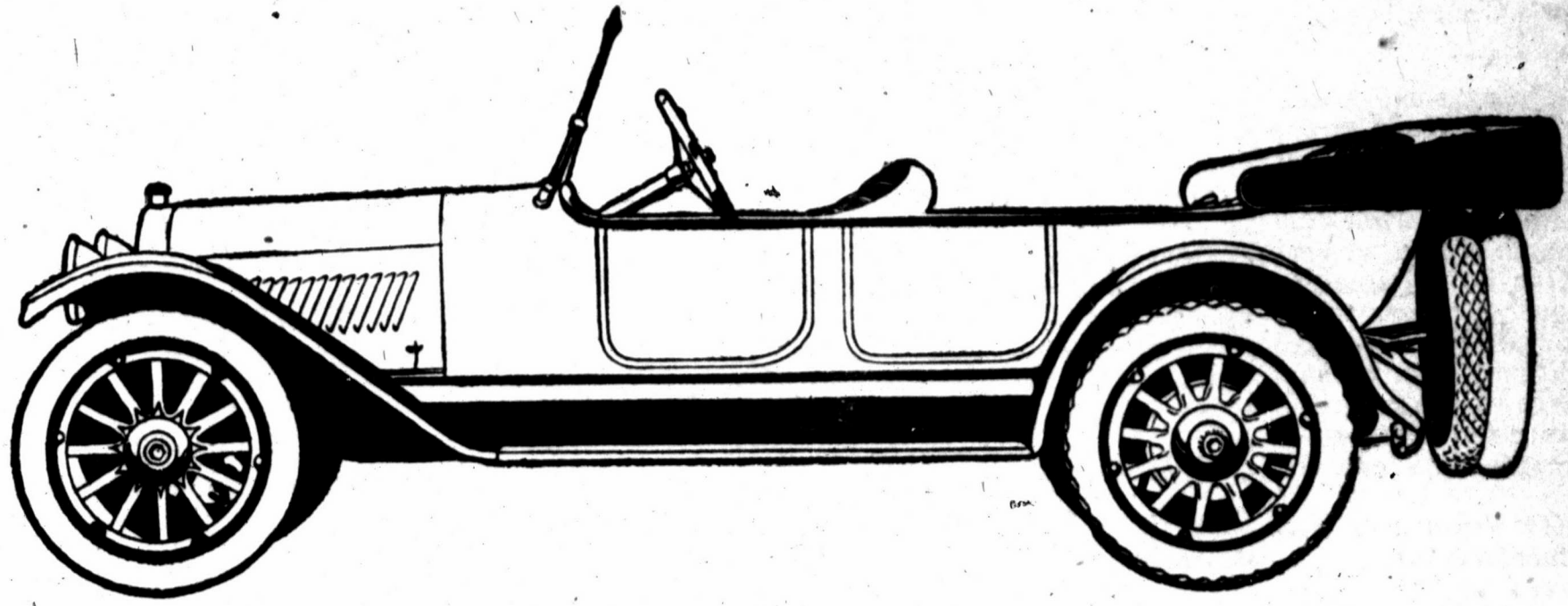
An inventor has patented a broom with a resilient handle with the idea that it will last longer and be easier to use.

### The Crockett Courier

- 1 This is a sample of the various
  - 2 styles of type faces on our new
  - 3 MODEL 14 MERGENTHALER
  - 4 LINOTYPE, AND SHOWS THE
  - 5 wide range of work we can do
  - 6 with the machine. Any one or
  - 7 ANY COMBINATION OF
  - 8 THE FACES BEING AT AL-
  - 9 most instant command
  - 10 of the operator all
  - 11 THE TIME AND
  - 12 WHILE SEATED
  - 13 AT THE MACHINE
- The Crockett Courier

# Beauty

# Power



## Oldsmobile

SETS THE PACE—21ST YEAR

The purchaser of an Oldsmobile has a marked advantage. No matter whether he leans toward the Eight-Cylinder type or is a Six-Cylinder admirer, his desire is completely realized in the Oldsmobile line.

In every factor of desirability, power, speed, flexibility, handsome appearance, riding comfort, ease of control, each Oldsmobile model fulfills every requirement. And the wide choice of models assures precisely the car to meet your particular needs.

Six-Cylinder models are built in Touring Cars and Roadsters, delivered at Crockett for .....\$1450

Eight-Cylinder models are built for seven passengers and delivered at Crockett for .....\$1876

We will be glad to go over these cars with you in detail and to demonstrate at your pleasure. Call, phone, or write to

## The Oldsmobile Sales Company

With Crockett Motor Company

SEE US FOR OLDSMOBILE AND SELDEN TRUCKS



### Utah to Spend \$8,000,000.

The state of Utah has decided to spend about \$8,000,000 on roads in the next two years, with an expenditure this year of about \$2,000,000. Some of the Utah millions, which are made up of state and federal funds, are going to be used on the development of the Arrowhead trail, which is tributary to all parts of southern California, from San Diego and Imperial valley on the south to Fresno and San Luis Obispo on the north.

### Big Saving in Hauling.

If our main highways were improved with permanent surface, we would certainly save 8 or 9 cents per ton mile in hauling the immense interstate commerce that each year originates from agriculture, mine and forest.

### \$300,000,000 for Highways.

Government road officials estimate that road construction maintenance in the United

States involve an annual outlay of over \$300,000,000, a sum, which, if capitalized at 5 per cent, would represent an investment of \$6,000,000,000. There has never been a nation-wide traffic census to show either the direction or volume of traffic over these highways.

### Add to the Joy and Comfort of Country Life.

Good roads will add to the joy and comfort of country life and city life. They are a public necessity. The problem is a township problem, a county problem,

a state problem, a national problem for men and women of all business and industrial life. It deserves united co-operation.

### Brings Farm Nearer to Town.

The test of a wagon road is the amount of work that can be done on it without injury thereto, that is the time and labor required in hauling over it. Any improvement, whether in hardening its surface, easing its grade, or shortening the distance, reduces the time and effort of getting to market and brings the farm nearer to town.

## Fruit Jars! Fruit Jars!

MASON JARS

One dozen half-gallon jars .....	\$1.10
One dozen quart jars .....	\$.95
One dozen pint jars .....	\$.85
One dozen good red rubbers .....	\$.10
One dozen jar tops .....	\$.35

## Kent & Trube

Phone 155

Phone 155



# Overland

The Thrift Car

A stock car, Model 90 touring, again proved its stamina by smashing completely the world's non-stop high gear record. With gear sealed and shift lever removed, this car traveled 4370 miles in 7 days and nights, 168 hours over good roads and bad, in rain and fair, and established an economy record of 20½ miles per gallon of gasoline.

The practical utility of this car has attracted the attention of entire communities and created a sentiment of approval that is constantly increasing. Public opinion thus won and expressed is your safe guide in buying a car.

These products of the Willys-Overland factory at Toledo, Ohio, represent the very highest development in motor car building. Over 600,000 owners attest to their merits.

We particularly call your attention to the following advantages we have to offer you:

- 1st. The best automobile that can be built.
- 2nd. The backing of the largest automobile factory in the world, and their guarantee means real protection to the owner.
- 3rd. A specialized service. An ample stock of parts and accessories, a service station with complete equipment and competent mechanics, maintained for the benefit of Overland owners exclusively.
- 4th. A liberal free-service policy, which includes showing you how to drive and take care of a car, and regular inspection during the first few months, the breaking-in period of a new car.

If you expect to get satisfaction in the car you buy, you cannot afford to overlook these advantages.

# J. E. TOWER

CROCKETT

TEXAS

## THE OPERATION OF A ROAD DRAG

Principal Factor Is Skill on Part of Operator—Suggestions Given as Guide.

(Prepared by the United States Department of Agriculture.)

The principal factor in successfully operating a properly constructed road drag, provided that the condition of the road is favorable, is skill on the part of the operator. Such skill can be obtained only by intelligent experience in the use of the drag, and no rules can be laid down which would enable an inexperienced operator to produce first-class results. The following suggestions are intended, therefore, to serve rather as a guide to the judgment than as a criterion to be implicitly followed.

Under ordinary circumstances the position of the hitching link on the draw chain should be such that the runners will make an angle of from 60 to 75 degrees with the center line on the road, or, in other words, a skew angle of from 15 to 30 degrees. It is apparent that by shifting the position of the hitching link the angle of skew may be increased or diminished as the conditions require. When dragging immediately over ruts or down the center of the road after the sides have been dragged, it is usually preferable to have the hitching link at the center of the chain and to run the drag without skew. When the principal purpose of the dragging is to increase the crown of the road, the drag should be sufficiently skewed to discharge all material as rapidly as it is collected on the runners. On the other hand, if depressions occur in the road surface, the skew may perhaps

be advantageously reduced to a minimum, thus enabling the operator to deposit the material which collects in front of the runners at such points as he desires by lifting or otherwise manipulating the drag. Many other examples of conditions which require modifications in the angle of skew might easily be cited, but these will readily suggest themselves to an intelligent operator as his experience increases.

The length of hitch is another very important consideration in operating a road drag. In the designs which have been discussed the draw chain may be



Standing on Drag While in Operation.

readily taken up or let out at either end and the length of hitch thus increased or diminished as desired. It is impracticable to prescribe even an approximate rule for fixing the length of hitch, because it is materially affected by the height of the team and the arrangement of the harness, as well as by the conditions of the road surface. Experience will soon teach the operator; however, when to shorten the hitch in order to lessen the amount of cutting done by the front runner and when

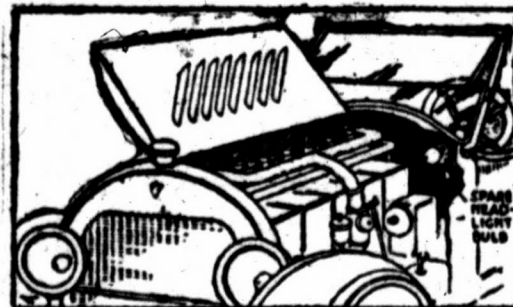
to lengthen it in order to produce the opposite effect.

When the road surface is sufficiently hard or the amount of material which it is desired to have the drag move is sufficient to warrant the operator standing upon the drag while it is in operation, he can greatly facilitate its work by shifting his weight at proper times. For example, if it is desired to have the drag discharge more rapidly, the operator should move toward the discharge end of the runners. This will cause the ditch end of the runners to swing forward and thus increase the skew angle of the drag. The operator may, of course, produce the opposite effect by moving his weight in the opposite direction. In the same way, he can partially control the amount of cutting which the drag does by shifting his weight backward or forward, as the case may be.

An intelligent and interested operator will soon learn many simple ways by means of which he can easily control the different features of the work which a drag performs, and he will also learn to utilize effectively every effort which his team exerts.

### Spare Bulb for Headlights.

Every driver of an electrically lighted automobile should carry somewhere in the car a spare headlight bulb, as these may



The Spare Headlight Bulb Is Used to Illuminate the Space Under the Hood When Work Is Being Done on the Engine.

blow out at any time. Instead of carrying the spare bulb in a box under the seat, it is a good idea to mount a socket in the

# Willys-Knight

With Silent Engine

The powerful Knight Sleeve-Valve motor is absolutely free from all valve and carbon trouble. No valves to grind or adjust, and actually benefitted by carbon, the worst enemy of the poppet-valve motor. This wonderful engine improves with use, remaining always silent and powerful.

No other engine can claim these advantages, which have been established to the complete satisfaction of every Knight owner in Houston county. It will pay you to investigate before buying.

position shown, connecting it through a simple switch to the storage battery, says Popular Science. The spare bulb thus forms a very convenient light for illuminating the engine, and the socket may be found handy for attaching a trouble light.

### To Straighten Garage Door.

Here is a suggestion for straightening a garage door that has begun to sag which is better than the ordinary method of planing off the bottom. Drive two heavy nails in opposite cor-

ners of the door and run some lengths of heavy wire between them. Slip a couple of blocks of wood under the wire and then take another spike and use it as a turnbuckle in the center of the wire. This will draw the bottom of the door up, so that it will fit its frame properly. Finally drive the turnbuckle spike in the center of the door and the cure for sagging will be permanent.

For convenience of travelers liquid soap is being packed in easily punctured capsules.

## Life Insurance

Life insurance, aside from being the only true help in time of need for many of Houston county's women, is the best investment a business man can make. It stabilizes his business and increases his borrowing capacity. I know several business men in Houston county who kept their business going during the panic of 1914 on capital borrowed on their insurance policies at 5 per cent.

The Banker's Life Insurance Company, of Des Moines, Iowa, has done business in this county for fifteen years and has more than three hundred satisfied policy holders therein. If you want insurance, buy it from a Houston county man and keep home money at home. Hardly anyone has enough insurance—let me explain my proposition to you.

**Jack Barbee**

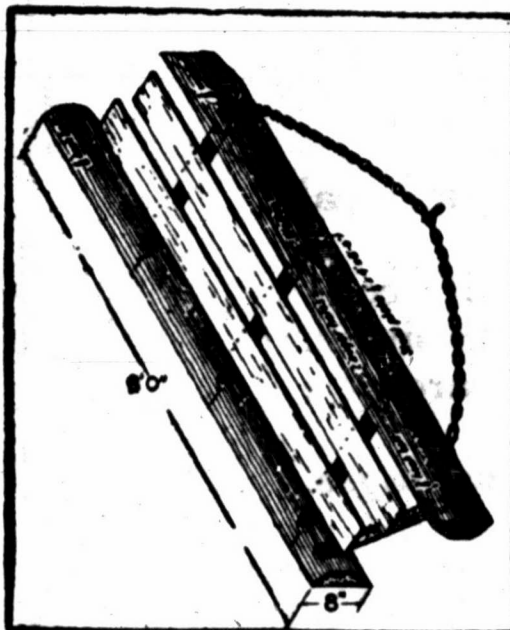


## PRACTICAL PLAN TO MAKE A ROAD DRAG

Illustration Shows an Implement Which Is Simple and Inexpensive—Tough Wood Best.

(Prepared by the United States Department of Agriculture.)

The accompanying illustration shows a typical design for a road drag, which is very simple and inexpensive. The design contemplates the use of an ordinary log of timber, such as may be readily obtained in almost every locality. The log should be about 7 or 8 inches in diameter and from 6 to 8 feet long, and should preferably be of hard, tough wood which will not decay very rapidly when exposed to the weather. White oak, burr oak, chestnut, cedar, hickory, walnut, or any similar wood may be satisfactorily used, provided that it is well seasoned before the



drag is put into use. Railroad ties have been frequently used for this purpose and possess the advantage that they are already cut to about the right length. In selecting the tie, however, care should be exercised to see that it is of sound wood and of the proper size.

The drag is made by splitting or sawing the log into two equal semi-cylinders, which are then framed together in the manner shown in the illustration. The better of the two pieces should form the front runner of the drag because it is the one subjected to the greater wear. Moreover, while the front runner should always be placed with the face forward, it is claimed by many that better results may be obtained by having the round part of the back runner go forward in order to increase the smearing action of the drag. The two runners are usually spaced from about 30 inches to 36 inches

apart, and are connected in ladder fashion by means of cross stakes or rungs.

The ends of the rungs are ordinarily fitted into 2-inch auger holes, bored in the runners, and are securely held in place by means of end wedges. The auger holes are so arranged that the runners, when framed together, will be displaced in a longitudinal direction with respect to each other. The object of this displacement, or offset as it is usually termed, is to make the ends of the front and back runners follow approximately the same line on the road while the drag is in operation. The amount of displacement, therefore, should depend on the amount of skew necessary to make the drag empty itself. But since this skew varies with the condition of the road surface, the proper offset to be given to runners cannot be definitely fixed. Under ordinary conditions an offset of from about 12 inches to about 16 inches will prove satisfactory.

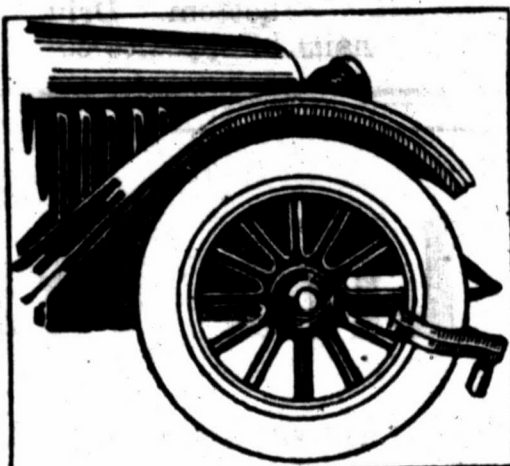
In order to make it easy for a man to stand upon the drag and to shift his weight properly when dragging over a hard surface, the drag should be provided with two 1-inch boards parallel to the runners and nailed down to the rungs. These boards should be about 8 inches wide and their length should be slightly less than that of the runners of the drag.

The chain by means of which the drag is drawn should be about 8 feet long and its links should be made of three-eighths-inch steel. On light drags two trace chains may be used for this purpose.

Many road drags constructed as above described, without metal cutting edges or other modifications, have been very satisfactorily used where the conditions were favorable. It is evident, however, that such drags are effective only on comparatively soft road surfaces, and to diminish this limitation and also to increase the life of the drag it is very desirable to provide a metal cutting edge for the front runner. An excellent edge of this kind may be made from a strip of iron or steel about one-fourth inch thick and about four inches wide, and even old wagon tires or wornout grader blades have been very satisfactory.

### Clamp Thwarts Auto Thief.

For an automobile lock a Chicagoan submits a steel clamp to be padlocked around tire and rim on one of your front wheels. A long projection strikes the road



as the wheel is turned, causing a violent bump and making steering practically impossible by throwing the front wheels to one side as the car is driven.

### Administrator's Notice.

Notice to Creditors of the Estate of Geo. Brailsford, Deceased: Notice is hereby given that original letters of administration upon the estate of Geo. Brailsford, deceased, were granted to me, the undersigned, on the 5th day of May, A. D. 1919, by the County Court of Houston County, Texas. All persons having claims against said estate are hereby required to present the same to me within the time prescribed by law. My residence and post office address is Crockett, County of Houston, State of Texas.

D. G. Moore, Administrator of the estate of Geo. Brailsford, Deceased. 4t

Experiments in Japan with the cultivation of flax have obtained the best results when Belgian seed has been used.

# Velvet

THE FRIENDLY TOBACCO

## Horse Sense About Tobacco

Good tobacco ought to be like a well-bred hoss—all th' kick taken out but all th' sperit left in.

You see, half the secret of makin' a good hoss is in the breedin' an' half in the breakin'. Selectin' tobacco that's grown right is only *half* of makin' Velvet. The agein' is the other half.

Thar's only one kind of agein' that gets th' right results — *Nature's own*. Nature's no clock watcher. She does a job *right* whether it takes two years or two thousand.

So when she gets through with the fine Kentucky Burley that we put away in wooden hogsheads for two years, it's just *right*.

It ain't been hurried none, or short-cutted. It's a Nature-done job.

All kinds of things are packed in tobacco tins, but your good neighbor will tell you "Velvet is the real pipe tobacco." Prove it for yourself.



15¢

Velvet Joe

Roll a VELVET Cigarette

## ROADS AS IMPORTANT AS RAILWAYS

League of Texas Municipalities Is Urged to Give Its Aid.

Sweetwater, Tex., May 14.—

Lively discussion of the various topics appearing upon the program, together with the injection of some new subjects as by-products of the regular themes, has characterized this, the first day's session, of the seventh annual convention of the League of Texas Municipalities. With the exception of a couple of hours' recess at noon to take advantage of an invitation to a barbecue luncheon, which invitation was extended by Walter Boothe, who resides seven miles south of the city, the convention labored hard from 10 o'clock this morning until 10 o'clock tonight. The representatives of forty-four municipalities present feel that they have been well repaid by the day's work.

Delegates from the larger cities expressed particular interest in the discussion by George A. Duren of Austin, state highway engineer, his subject being "The State Highway Department and Its Relation to the

Municipalities." He spoke of the various methods of transportation, declaring the highways occupy first place, and compared their terminals with those of railroads. The great development of such traffic, he said, necessitated ample traffic ways through cities, free of congestion or danger and as an example needing correction cited the north and south streets in the business center of Dallas.

Mr. Duren also advocated building of permanent highways with provision for ample maintenance funds, and reminded his hearers that one of the most vital constitutional amendments to be voted on in November is that by Senator Suiter which proposes a 15c maintenance tax.

R. L. Morrison of the highway department of the A. and M. College said he wished to support the views of Mr. Duren as to the wisdom and necessity of an adequate maintenance tax to keep roads from blowing away before the bonds with which they were constructed were retired.

J. B. Rector, city attorney of Austin, discussed the workmen's compensation act and declared that a very serious situation confronted Texas municipalities in that under this act they are denied of every defense except the defense of negligence. He suggested that cities and towns devise some means of protecting themselves. One suggestion proposed by the speaker was that

municipalities might establish a sinking fund and carry their own insurance. He recommended that the question be thoroughly considered in all its aspects by the city attorneys of Texas as well as every municipal executive.

E. L. Wells, city manager of San Angelo, told of the development of fire departments from the day when they were first organized to extinguish conflagrations until now, when their principal mission is to prevent fires. He recommended proper building codes for every city and an efficient inspection of all premises by the fire marshal. In this connection he told of the inspection of 300 flues in San Angelo during the past winter by the fire marshal, which was done by invitation from those interested, the public having been educated to appreciate the advantages of such inspections as a method of fire prevention.

Discussion of this address by Mayor Palmer of Pecos, Mayor Thompson of Greenville and City Attorney Rector of Austin developed that these three cities, together with the city of San Angelo, had enacted ordinances by which the expense of extinguishing fires is charged against the parties owning the premises when such premises have been inspected and warning given to remove fire menaces. The matter of enacting such legislation into statutory law was referred to the legislative committee.

## Keep Well

Do not allow the poisons of undigested food to accumulate in your bowels, where they are absorbed into your system. Indigestion, constipation, headache, bad blood, and numerous other troubles are bound to follow. Keep your system clean, as thousands of others do, by taking an occasional dose of the old, reliable, vegetable, family liver medicine.

Thedford's

## Black-Draught

Mrs. W. F. Pickle, of Rising Fawn, Ga., writes: "We have used Thedford's Black-Draught as a family medicine. My mother-in-law could not take calomel as it seemed too strong for her, so she used Black-Draught as a mild laxative and liver regulator. . . . We use it in the family and believe it is the best medicine for the liver made." Try it. Insist on the genuine—Thedford's. 25c a package. E-75



## MUCH PROSPERITY IN GOOD ROADS

Future Development of Country  
Must Begin With Highways  
to Relieve Congestion.

There are today some 2,500,000 miles of rural roads in the United States. Of this amount perhaps 12 per cent could be classified as improved, while only about one-fourth of one per cent can be said to be suitable for the carriage of heavy-duty motortrucks. And in the face of this condition it can be said without chance of contradiction that the future development of the United States rests upon the roads.

The past few years have witnessed a tremendous turnover in transportation from the railway to the highway, says Roy D. Chapin, former chairman of the highways transport committee of the council of national defense. The congestion which prevailed during the war made necessary the commercial utilization of the highway to an extent thought impossible a scant few years ago.

The motortruck, little known before the war, sprang into prominence as a commercially



Motortruck Used to Haul Farm Produce to Market.

practical form of transportation, and while the fighting has ceased the need for the motor truck remains with us, more insistent than ever before.

Within certain limitations the freight car of the highway is more efficient than the rail carrier, and because of it it may be taken as a permanent form of transportation and one destined to have a large influence on the movements of trade in the future.

The hour has struck when the fast-moving efficient motor vehicle of commerce must replace the horse and the costly terminal charges which prevail upon the short-haul branches of the rail lines. Already the motortruck has become a "feeder" to the railroad; shortly it is destined to aid enormously to the profitable long hauls, while entirely or very nearly so eliminating the unprofitable spurs.

Railroad men generally recognize the new movement and welcome it. Street railway men, not so keenly alert to its possibilities as a feeder to their lines, have yet to take the fullest advantage of the opportunities which it presents.

But back of the motortrucks rests the road. While the highway as such is of little interest to those outside of the engineering field, as a means for transportation it becomes of vital importance to every citizen of the United States, whether he be in profession or trade, a minister, a merchant, a doctor. High and low, rich and poor, the road comes into contact with all of us, and upon its relative efficiency depends to a greater extent than most of us dream the ultimate cost of all that we eat, wear, have.

"No one knows how much the country pays for cartage," said William C. Redfield, secretary of commerce, recently, "but anyone who looks into the question is

pretty sure to find out that the figures are larger than he thought it could be.

Yet cartage is but one phase of road costs. Poor roads mean isolation, which in turn mean fewer possibilities for education, fewer opportunities for wealth, lower real estate valuations as well as increased costs of supplies. Every sound, fundamental economic reason speaks out for the durable road, just as it protests against the poor, inadequately constructed highway.

Despite these facts, which will be verified by all who have studied the question, despite the fact that the official government figures placed the hauling over the highways at 2,000,000,000 ton-miles in 1917, our roads are today all that they should not be. They are inefficient, inadequate, antiquated.

## MORE ATTENTION TO EARTH ROADS

Authority on Highway Construction Likes Concrete, but Favors More Care of Lanes.

"More attention has got to be paid to the earth roads if the coming bond elections are to go over." This is the opinion of E. L. Stevens, inventor and road expert. Mr. Stevens is, perhaps, one of the most unique characters in the road-building world. A graduate civil engineer, he felt the tremendous need for the perfection and development of the road system of America. He stepped out from the promising channels of the regular engineering profession and went down almost below the level of ordinary men to study road building, says Rocky Mountain News. He has made road building and maintenance his life work and is now, probably, as well qualified as any man to tell the methods for the proper upbuilding of the nation's highway system.

For a number of years Mr. Stevens has been highway commissioner for the Estes Park highway. This piece of road work in itself is a testimony to



Sand-Clay Road Well Cared For.

his ideals. He is also the inventor of the Stevens improved road drag, one of the simplest and most efficient road machines on the American market.

Mr. Stevens believes in concrete highways and prepared boulevard, but he also believes that the earth road, which comprises more than 80 per cent of the country's highways, is of no less importance. "A concrete highway isn't going to do a farmer much good if he has got to haul his load three miles through hub-deep mud before he gets to it," is Mr. Stevens' attitude.

The farmer is the man who is going to pay for most of the country roads, and although concrete roads are needed where traffic is sufficiently heavy the earth roads that feed the concrete road must be kept up.

As an inventor of road machinery, a road engineer, a road supervisor and a road worker for his practicalities and the life dream of better roads as his idealism, Mr. Stevens is ably qualified to judge highway problems.

# HARDWARE FOR EVERY PURPOSE

Do you know that builder's hardware can be bought as cheaply at this store as anywhere else? And the quality and assortment are equal to any you can find? Whether you build a house, barn, garage, chicken coop or only a pantry shelf, you will find here all the hardware you require, including Sash and Doors, Builder's Hardware of every description, guaranteed tools of all kinds, and roofing that lasts.

We can furnish anything in Porcelain Bath Tubs, Lavatories and Closets; also bath room specialties such as Glass Shelves, Towel Bars, Brackets, Tumbler and Tooth Brush Holders, Soap Dishes, etc.

Screen your house now and you won't have to "swat that fly." Our screen wire is of the very best grade and the price is right.

Don't sweat over a cook stove all summer. Use an oil stove and cook in comfort. Our line of oil stoves is the product of the most reliable makers and is, therefore, the safest kind for you to buy.

Other reasonable specialties you will find here are ice cream freezers, water coolers, thermos bottles, ice picks, watering pots and garden hose, and you can depend upon the quality of each and every article we sell.

It is our intention to carry a complete line of automobile accessories, and we already have in stock a number of items in this line—jacks, tire pumps, spark plugs, boots, cold patches, battery connections, wiring assemblies, puncture closers, hub caps, cutouts, etc.

Come in and see us before buying. Our business methods make new friends every day.

## Burton Hardware Company

Charter Oak Stoves Luedinghaus Wagons Copper Clad Ranges

### Notice of Sheriff's Sale.

Whereas, by virtue of an order of sale issued out of the District Court of Houston County, Texas, on a judgment rendered in said Court on the 25th day of March, A. D. 1919, in favor of R. G. Lundy and against J. H. Woods, No. 5770 on the docket of said court, I did on the 23rd day of April, A. D. 1919, at ten o'clock A. M., levy upon the following described tracts and parcels of land situated in the County of Houston, State of Texas, and belonging to the said J. H. Woods, to-wit:

Forty-three 9-10 acres of land out of Del Valle 11-league grant, being a part of the Sol Wood tract about 14 miles West from Crockett in Houston County, Texas, and bounded as follows: Being East end of Sol Wood tract:

Beginning at the N. E. corner of same a P. O. 20 in brs N 11 E 3 vrs B. J. 12 in brs S 57 1/2 E 5.2 vrs both mkd X. Thence S 55 W with N. B. line of said Sol Wood tract 255 1/2 vrs to N. E. of Ellen Woods 125 acre tract on West side of small branch a P. O. 16 in brs S 83 1/2 E 3 1/2 vrs mdk X. Thence S 85 E with E. B. line of said 125 acres 970 vrs to S. E. corner of small tract on S. B. line of Del Valle 11 league grant. Thence N 55 E with said line 255 1/2 vrs to S. E. corner of Sol Wood tract. Thence N 35 W with E. B. line of Sol Wood tract 980 vrs to beginning, containing 43.9 acres of land more or less.

2nd. All that tract or parcel of land lying in Houston County, State of Texas, about 12 miles Westward from the town of Crockett, a part of the J. Burleson survey commencing at the beginning corner a post oak mkd X witness tree a Post Oak mkd X. Thence N 35 E 1388 yds to a Red Oak mkd B for a corner from which a Red Oak brs S 45 E 2.4 vrs. Thence S 35 E 48 yds (700) set a stake from which Post Oak mkd B brs N 51 E 2 3-5 yds and a Black J. S 56 E 7 yds. Thence S 55 W 1388 yds (1499) set stake on Nites S. W. B. line a Post Oak brs S 70 E 5 yds and a Red Oak brs N 35 W 4 2-5 yds. Thence

with said line N 35 W 648 yds (700) vrs to the place of beginning, containing One Hundred and Seventy-Seven acres more or less.

3rd. All that certain tract or parcel of land lying and being situated in the County of Houston, State of Texas, about 7 1/2 miles West of Crockett, out of Z. S. Thompson one fourth league headright.

Beginning in Alabama road at the Joe Vaughn N. E. corner a Red Oak 15 in N 45 W 2.5 vrs. Thence N 35 W 295 vrs a sweet gum 8 in brs S 80 W 2 vrs. Thence N 55 E 100 vrs to corner a sweet gum 8 in dia brs N 30 E 3.5 vrs. Thence N 35 W 410 vrs stake in field. Thence N 55 E 475 vrs stake for cor. Thence S 55 W stake from which B. J. 18 in brs S 17 W 3 vrs. Thence S 35 E 466 vrs. stake for corner. Thence S 55 W 10 vrs. stake for corner. Thence S 18 E 692 vrs to corner in Alabama Road a Post Oak 15 in brs N 53 E 9 vrs. Do. 15 in N 33 E 8 vrs. Thence 80 E 140 vrs. to the place of beginning, containing fifty acres of land more or less. And on the 3rd day of June A. D. 1919, being the first Tuesday of said month, between the hours of ten o'clock A. M. and four o'clock p. m. on said day; at the court house door of said county, I will offer for sale and sell at public auction for cash, all the right, title and interest of the said J. H. Woods in and to said property.

Witness my hand this the 7th day of May A. D. 1919.

R. J. Spence,  
Sheriff Houston County, Texas.  
By W. A. Hooper, Deputy. 3t.

### DR. R. E. DILLARD

Physician and  
Surgeon

Crockett, Texas

Office over First National Bank  
Telephones:  
Residence 143. Office 340.

## DOCTORS SAY THE NEW CALOMEL IS BEST MEDICINE

New Variety, Called Calotabs, Is Purified and Refined from Nauseating and Salivating Effects—Medicinal Virtues Retained and Improved.

According to the world's greatest physicians and medical authorities, calomel was the best and most universally useful of all medicines. Medical authorities prescribed calomel for almost every disease and explained that it was the best and surest of all system purifiers. They say that calomel cleanses the liver, stomach, bowels and kidneys and purifies the blood from all poisons, making the system pure and clean so that nature can quickly restore the health.

Now that science has purified calomel of all its nauseating and dangerous qualities, the new kind of calomel, called "Calotabs," is even more popular than the old. As a liver-cleanser and system purifier Calotabs are more effective than the old style calomel, yet are entirely delightful in effect. One Calotab at bedtime, with a swallow of water—that's all. No nausea, no salts, nor the slightest unpleasantness. Next morning you awake feeling fine, with a hearty appetite for breakfast. Eat what you please and go where you please—there is no restriction of habit or diet or danger of salivation.

Calotabs are sold only in original, sealed packages, price thirty-five cents. Your druggist recommends and guarantees Calotabs, and will refund your money if you are not delighted with them. Adv.



## REPUBLIC TIRES

The casing with the 5000-mile guarantee and the 15 per cent reduction in price. Adjustments made without quibbling.

**BAKER & CASTLEBERG**  
THE REXALL STORE

### Memorable Evening.

On Sunday, the 11th inst., the Philathea Class of the Baptist Church, through their most excellent president and teacher, Mrs. L. L. Sams, requested that the Baraca class with their respective wives meet with them at 8:30 p. m. Thursday, May 15.

The Philathea class had chosen this most beautiful evening to liquidate an obligation that had fallen upon them in a spirited contest with the Baracas covering a period of several months.

This obligation was discharged in such a grand, efficient and satisfying manner, as can be attested by the four score that were present.

Two tables with plates laid for eighty guests, groaning under their load of plenty, greeted the eye and appealed to the yearning of the inner man.

Doran says: "A good dinner sharpens the wit, while it softens the heart." The wits of many were surely sharpened on this memorable occasion and this fact was duly attested by the many witty sayings of C. L. Edmiston, D. C. Kennedy, C. A. Hassell, J. W. Shivers, Johnson Arledge, W. G. Cartwright, Mrs. B. F. Dent, Mrs. C. L. Edmiston, Mrs. Johnson Arledge, Mrs. E. M. Burk and many others, who responded to toasts when called upon by that genial, jolly Baraca, Rev. L. L. Sams, who presided as toast-master.

The hours sped rapidly, as only happy minutes can fly, while surrounded by those lovely Christian women, catering to

every want, who compose the Philathea class.

Surely happiness is reflective like the light of heaven; and every countenance, bright with smiles and glowing with innocent enjoyment, was a mirror transmitting to others the rays of a supreme and everlasting benevolence.

Philatheas, how easy was it for you to diffuse pleasure around us! How truly is your hearts a fountain of gladness, making everything in our vicinity to freshen into smiles! The occasion was an epoch in our lives and we thank you.

A Baraca.

### Mrs. Laura Lundy.

Wednesday morning, May 14, Mr. and Mrs. W. B. Worthington were summoned to the bedside of their dying sister, Mrs. Laura Lundy of Creek. On reaching the home, they found her family bowed in grief, for she had breathed her last. Mrs. Lundy had visited in the home of her brother in Crockett in former years, and those who were fortunate enough to make her acquaintance were left with a beautiful impression of her sweet and lovely character.

Miss Laura Worthington, a daughter of G. W. and A. A. Worthington, was born on January 14, 1853, at Hamburg, Ashley county, Arkansas. In 1863 her father came to Texas and located in Trinity county. In this county she became acquainted with Mr. John G. Lundy, a nephew of our late and honor-

ed citizen, Mr. George B. Lundy of Crockett, and was married to him on September 17, 1873.

Mr. and Mrs. John Lundy were the happy parents of ten children, four of whom had preceded the mother by some years. She is survived by the husband; four sons—Messrs. Claud, Lee, Leslie and Delmer Lundy—and two daughters—Mrs. J. D. Rose of Kerrville and Mrs. Albert Thomason of Creek; and two brothers—Mr. W. B. Worthington of Crockett and Mr. J. M. Worthington of Alpine. All of her children but Mrs. Rose were at her bedside when death came. The devotion of her family was beautiful and pathetic. The youngest son, Delmer, had only three weeks previous received his discharge from the army and had come home to be with his mother. He had recently returned from France. Besides her children, Mrs. Lundy leaves seven grandchildren—one, Miss Virginia Lundy, now attending the Sam Houston Normal Institute, whom she had tenderly reared from infancy.

Mrs. Laura Lundy united with the Christian church in 1873, the same year of her marriage, and remained a faithful member until death. She had many trials, but bore them with Christian fortitude and her life was an interpretation of the beautiful song, which she had selected to be sung at her funeral, "Tis So Sweet to Trust in Jesus."

Many sorrowing friends gathered at her home for the last sad rites. The service was conducted by Mr. Leediker, who made a very impressive talk. Just before closing the service with the benediction at the grave the song, "God Be With You Till We Meet Again," was beautifully rendered by many voices.

A Friend.

### Some Postscripts.

Discoveries of deposits of talc, or soapstone, have given a new industry to South Africa.



Present day economy calls for

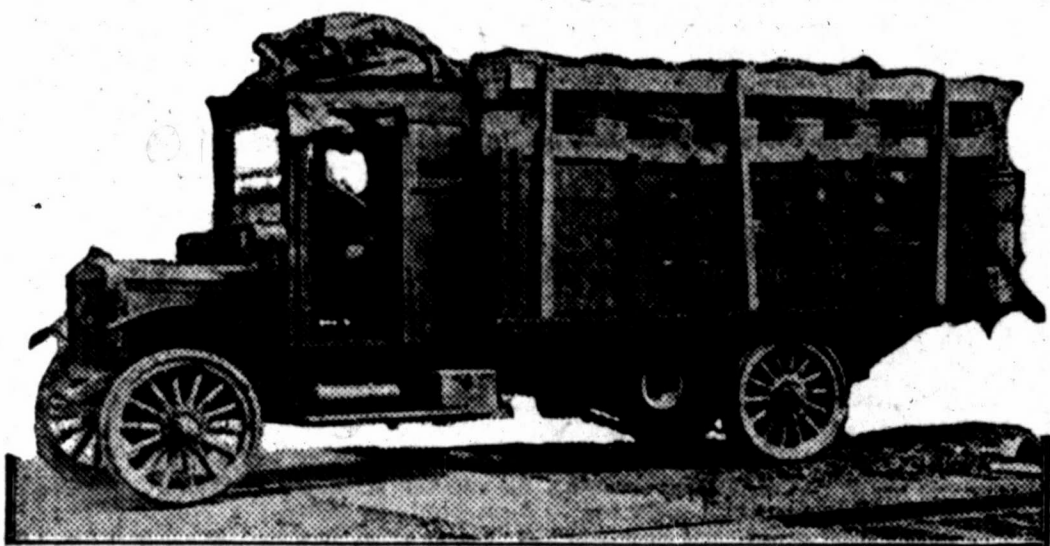
**WAYNE KNIT**  
Hosiery

"The best is always the cheapest" is especially true of this well-known brand made by expert workmen for more than a quarter of a century. In silk, cotton or lisle, *Wayne Knit Full Fashioned Hosiery* represents the highest value for money spent.

Our stock is complete in all colors.

**James S. Shivers**

### ESTABLISH RATES FOR MOTORTRUCK HAULING



The Peas in This Load Will Go Directly by Motortruck to the Dealer at a Market 15 Miles Away and Arrive in Fresh Condition.

(Prepared by the United States Department of Agriculture.)

The man who plans to operate a motor truck should have a good working knowledge not only of his engine but the entire machinery in general. The wages paid drivers vary in different sections of the country and for trucks of different sizes, ranging from \$2.75 to \$7.50 a day. Depreciation is one of the heaviest annual expenses with a motor, a loss of from 20 to 33 1-3 per cent of the cost of the truck each year being required to cover this charge.

### Maintenance Cost.

Data collected by the bureau of markets show that the annual cost of overhauling and repairing the trucks ranges from \$100 to \$900 a year. Those truck operators who make it a point to keep their machines in a constant state of repair have relatively small charges to meet for annual overhauling. On the other hand, those who operate their trucks as long as possible with no regular repairs often have to pay a heavy overhauling charge at the end of the year. Tire expenses, garage rent, taxes, licenses and insurance, overhead expenses, repairs and equipment all swell the annual maintenance costs.

### Rates for Hauling.

In some sections there are as many

different systems of computing rates and charges for hauling as there are motor trucks, each owner having an original way of figuring his transportation toll. There are several factors which should be considered in the establishment of rates in any district. The value and the fragility of the load bear a direct relationship to the rate that should be charged. Very valuable or fragile loads involve the greater risk on the part of the carrier and the tariff for the carriage of such goods should be sufficiently high to offset the risk involved. The length of the haul naturally is another prime consideration. Road conditions directly affect operating costs and hence must also be considered in establishing rates. The perishability and bulk of the load must be taken into consideration. Where complete delivery is made from the door of the shipper to the door of the consignee, and service is rendered which is not duplicated by the railroad, this additional service must be considered in fixing the rate. Practically no rates have been established on the basis of cost plus a reasonable profit. A satisfactory rate must be one which is low enough to attract business and high enough to offer a reasonable profit to the operator. Where conditions do not permit the establishment of such a rate, care should be exercised in starting a route.

## Smith Brothers

# ROAD CONTRACTORS

Builders of Sand-Clay  
and Hard-Surface Roads



**The Crockett Courier**

Issued weekly from Courier Building

W. W. AIKEN, Editor and Proprietor

**PUBLISHER'S NOTICE.**

Obituaries, resolutions, cards of thanks and other matter not "news" will be charged for at the rate of 5c per line.

Parties ordering advertising or printing for societies, churches, committees or organizations of any kind will, in all cases, be held personally responsible for the payment of the bills.

In case of errors or omissions in legal or other advertisements, the publishers do not hold themselves liable for damage further than the amount received by them for such advertisement.

Any erroneous reflection upon the character, standing or reputation of any person, firm or corporation which may appear in the columns of the Courier will be gladly corrected upon its being brought to the attention of the management.

**THE SUPREME NATIONAL MEDIUM.**

It is the newspaper which, always supreme as a local medium, has become in the past decade the leading national advertising medium.

In every home, in every market, every day in the year, the newspaper is a fixed habit. It brings to every individual the news of the world as a whole, as well as the news of the daily life of the community.

Approximately \$375,000,000 is expended annually for newspaper advertising.

The newspaper is the only medium which reaches every consumer everywhere, every week. It can be employed city by city, section by section, or it can be used to cover a continent.

It comes nearest to that fundamental principle of successful merchandising—the bringing together of buyer and seller in the quickest and cheapest way.

**THE AUTOMOBILE AND GOOD ROADS.**

Since the arrival of the first automobile in Houston county, the number has gradually grown until the number is now around the 1000 mark. The automobile marks an importance epoch in the history of transportation in our country. The automobile is the forerunner of good roads. In the early history of Texas, when the most of east Texas was Nacogdoches county, the Indian fastened a pole to each side of his horse and let the rear ends drag on the ground, on which he placed behind the horse the load desired to be carried. This was his only means of conveyance and marked out the Indian trail of the early days. In this way the old San Antonio trail, extending from Nacogdoches to San Antonio and passing through Crockett, was first blazed. Then came the Mexican trader with his pack animals and herds and the trail was widened. Following the Mexican trader, came the white settler and pioneer with his teams of oxen and mules and his covered wagons, and the road had to be widened again and bridged to make way for the coming of civilization in a primitive way. With the advance of civilization and progress, came the carriage and rubber-tired buggy and swift moving horses. Following closely in the wake of the stage coach came the railroad, but the railroad could not reach every community. The railroad was the marvel of the hour, but it did not supply the incentive for improved highways. Just as it seemed the railroad had reached its perfected state, the automobile made its arrival, and the long-discussed necessity for better roads became an actual de-

**A GOOD ROADS AND AUTOMOBILE NUMBER**

This is the good roads and automobile number of the Courier. Since so many of our people have become automobile owners, all are interested in the subjects of good roads primarily and automobiles incidentally. The Courier this week is full of good roads matter and automobile matter. The Courier is a good roads booster not only this week, but every week. Whether or not a man owns an automobile, an improved roadway is a good investment for him. It is a good investment for him because it saves his time, his wagon and his team. We are all coming to want good roads, so why not go after them now? The best way to get a thing is to go after it. Let's go after good roads and not stop till we get them. And if you are interested in the subject of automobiles, there is much valuable information in the Courier this week for you. Read the Courier through. Read the advertisements. You are not getting all that is coming to you if you do not read the advertisements. The advertisements contain much valuable information. The buyer who goes out to buy and is posted has that much advantage over the man who is not posted. Read the Courier and its advertisements and keep posted.

mand. The automobile is the new link in the chain of human endeavor and progress. It is the stepping stone to better roads and better conditions. It has obliterated the line between town and country. For all practical purposes the man with an automobile now lives in town, even though he may live twenty miles away. The better the road the nearer he is to his market and the county seat. The automobile has consolidated school communities and church communities and drawn them all nearer to the county seat. And those who do not own automobiles can find satisfaction in the knowledge that the automobile has brought about a great improvement in the public highways and thus greatly lessened the burdens of those who travel in slower moving vehicles, but who have to travel nevertheless. Great is the automobile, but greater are good roads.

**A Discourse on the Wampus Cat.**

From time to time during our career as a great journalist we have used the words "wampus cat" when referring to the real article and in many instances in lauding or praising a worthy individual for a distinguished act, this reference being considered by the writers of modern times as one of the highest two-word tributes possible to frame from the English language. Instead of a modern writer going on to say Bill Highpockets crossed the Alps on foot, slew seventeen Germans with his pocket knife, rushed a company of heavy artillery single handed and routed it to a man and on his way back to company headquarters caught a lion by the tail and poked his head off, he would merely refer to the soldier as a wampus cat. The real wampus cat—the animal itself—is a native of Texas, travels in droves and swarms (at night only), sings in a voice that varies from high tenor to low saxophone bass and has nine lives. Account of the fact that he is fearless of all things, of an opinion of his own and knows no defeat, even though eight of his nine lives are taken by a summer boarder, he is called a wampus cat. The words are derived from the Greek phrase "E Pluribus Unum, para Bellum vox Populi, Canno Rotten Tomatoes," translated in short form means "I am

**Under Four Flags****Baker Theatre, Wednesday, May 28**

THIRD OFFICIAL WAR FILM



Action from beginning to end. All scenes taken by camera men, some of whom are killed in action.

See thousands of dead Germans lying on the battle field.

See U. S. Destroyers dropping depth bombs on U-boats somewhere in the Atlantic. See the tell tale "oil scum" that proclaims the execution of a submarine.

Last big battles of the war.

Tank squadrons shown in action. See close-up views of the huge rolling forts in real battles.

See English, American and French armies in action, and situations in the intense fighting along Piave. In the wake of the fight German dead bestrew the land. They cover the field and fill shell holes and trenches. On the Italian front the Austrians are piled deep in the trenches they tried to defend against the ruthless onslaught of the victorious allied forces.

"UNDER FOUR FLAGS" shows what no human eye has ever seen outside of those who took part in the battles shown

Special matinee. First show starts at 2:00; second show for school children starts at 4:15. Admission 15 and 25 cents. Night shows start at 8:15. Second show starts at 9:30. Admission, 25 and 50 cents.

**Prompt Service to Motorists**

—Courtesy and prompt attention are bringing us trade that oftentimes has to go out of its way to get here. We are glad to get your trade and we believe in showing our appreciation by supplying your every need with all possible speed.

**EXPERT INSPECTION**

—When your motor isn't running just right, or when something else goes wrong, then's the time to drive over here and let us locate the trouble. Our expert repairmen can oftentimes save you lots of time and inconvenience.

—We carry a line of Diamond Squeegee tires and tubes and you can always be sure of getting good, live, fresh goods when buying here.

—Don't forget our gasoline filling station. Remember, too, we carry only the best lubricating oils and greases.

**Day and Night Garage**

B. J. GUNTER, Proprietor  
Northwest Corner Public Square

it." A reader of the News asks as follows in a letter: "You often refer to wampus cats in your valuable paper. I have wondered just what kind of a cat this is, and, in fact, have this day had a very hot argument on the subject. I contend it is a bear cat, while my friend claims it to be the ordinary polecat. I have seen lots of cats, but I don't think I have ever seen a wampus cat. My friend says he has seen an unlimited amount of them and says that I am wrong. I have made numerous inquiries and am advised that you have a wampus cat in your possession. If so, please publish his photo that I may be enlightened on the subject." Inasmuch as our explanation set forth above covers the subject and the fact that we refused Wednesday to publish the photograph of Wesley Mansfield, fearing that such action on our part might be construed by the comic cartoonists as an infringement on their copyrights, we must decline also to publish the photograph of a wampus cat for our friend's benefit.—Trinity County News.

**Clean Vacuum Tank Weekly.**

Once a week or so it is advisable to open the drain cock at the bottom of the vacuum feed tank. It will generally be found that a few drops of rust and water will flow out before any gasoline appears. Sometimes it is necessary to push a wire up the drain cock to start a flow of any sort. The inference is that unless this foreign matter is removed at regular intervals carburetion trouble may ensue.

**Annoyances of Door Strap.**

The straps that are installed on the doors of cars to keep the former from opening too far often cause annoyance by getting in the crack of the door when it is being closed. By fastening a small coil spring to the center of the strap, the other end of the spring being attached where the strap is fastened to the body this trouble will be obviated.

The oil fields of Algeria will be exploited by a company that is being formed in France.

Hinged rear feet on a new straight chair permit it to be used much like a rocking chair.



## Motorists' Headquarters

That's the name we are fast acquiring by the patronage that so many local motorists, and tourists too, are according us. It doesn't take automobile owners long to learn where they can be served with the best gasoline and oils the quickest and most economically.

### FREE AIR AND WATER

Auto owners know that they are heartily welcome to all the conveniences we have installed for them. We don't expect a man to spend money with us every time he stops here. And that's one of the good reasons why they do spend it here whenever there's anything in our line that they need.

**Crockett Drug Company**  
The House of Service.

### LOCAL NEWS ITEMS

A complete and up-to-date abstract. tf. Aldrich & Crook.

Ernest Clark of Mineral Wells was here Friday and Saturday.

Mrs. G. D. McClean is recovering from an appendicitis operation.

Don't let the mosquitoes bite you. Get screen wire from R. L. Shivers. tf.

Special prices on all Stetson Rugs for one week only at C. P. O'Bannon's. It.

Dr. E. B. Stokes has gone to Chicago to take a post-graduate course in surgery.

L. L. Murray attended the meeting of Nash dealers at Dallas Monday and Tuesday.

Let R. L. Shivers sell you your groceries and feed cheaper. No extra charge for delivery. tf.

"A Rose Dream" at the school auditorium by the "Crockett Baby Grand Opera Co." Friday evening at 8:30 o'clock, May 30. It.

Bring me your hides, beeswax, poultry and eggs. tf. Johnson Arledge.

Just in this week—a big lot of hay wire, cheap. tf. R. L. Shivers.

For genuine Ford service, see or telephone Towery Motor Co., authorized Ford Sales and Service. tf.

Go to R. L. Shivers, headquarters for hoes, cultivator sweeps, heel sweeps and solid sweeps. tf.

For Rent — Two southeast rooms with private bath and all modern conveniences. See Mrs. Geo. W. Crook. tf.

A broken bone in one of his legs was the result Tuesday night of an effort by Howard Jordan to crank an automobile.

Mrs. E. B. George and little daughter and Mrs. W. E. Satterwhite of Carmona were guests of Mrs. E. T. Ozier this week.

Our hemstitching and picot edging machine is meeting a long-felt need in this community. Bring or send in your work. Mail orders solicited and satisfaction guaranteed. tf. Jas. S. Shivers.

A. D. Baker of Lockhart, owner of six moving picture theatres, of which the Crockett moving picture theater is one, was here this week.

We are in the market for chickens and eggs and will pay the highest market prices. Bring them to us. tf. Arnold Bros.

### The Best

Is what we propose to furnish when we give you an estimate on your plumbing job. It. Smith-Murchison Hdw. Co.

### Farm Help Wanted.

Will pay \$40 per month for good farm hand, board included. Jack Grounds, It. Route 1, Crockett, Texas.

Call in and have us show you the new Stetson Rugs. All new colors and something new for your home. It. C. P. O'Bannon.

We have installed a button machine and can now supply covered buttons in any size and color to match any material. Bring or send in your orders. tf. Jas. S. Shivers.

### Lost Heifer.

A dark-brown two-year-old heifer, marked over-half crop in left ear, under-half crop in right. Reward of \$5.00.

R. L. Graham, 3t.\* Rt. 1, Crockett, Texas.

Do you use gasoline and lubricating oil? I am carrying a limited supply at the right price. See me for your needs. It. Jas. Kennard, Crockett, Texas, Route 5.

### Lost Mule.

A black horse mule in good condition, about 14 hands high, weight about 1000 pounds. Strayed from coal mine near Lovelady. Reward of \$5.00 for return of mule to us at Crockett or the coal mine. 2t. Houston-Leon Co. Coal Co.

## BAKER'S THEATRE

Only the Best of High Class Photoplays Shown at this Theatre.

### THURSDAY

That Favorite Star Alice Brady, in "THE WHIRLPOOL" 10 and 20 Cents.

### FRIDAY

Mabel Normand, in "BACK TO THE WOODS" It's a Goldwyn Charlie Chaplin 10 and 20 Cents.

### SATURDAY

Fatty Arbuckle, the only real comedian in the movies, in "THE MOONSHINER" "HANDS UP" No. 6. War Review, actual scenes in France. Matinee at 2 P. M. 10 and 20 Cents.

### MONDAY

Enid Bennett, in "WHEN DO WE EAT?" Paramount. 10 and 20 Cents.

### TUESDAY

Emmy Wehlan, in "A BONDED WIFE" Metro Production 10 and 20 Cents.

### WEDNESDAY

"UNDER FOUR FLAGS" The big special attraction. This picture is owned by the government and made by the signal corps. Something every woman, man and child should see. A lesson in history. Matinee 2 p. m., 15 and 35c. Night 8:15, 25 and 50c. Our next big attraction will be here on June 19th. Watch for it.

## Best Groceries

When you sit down to a meal you like to know that your food came from a store where reputation counts—a store where best quality goods are really best quality.

This store offers you that advantage. We buy our stock more carefully than our most particular customer.

### HONEST VALUES MAKE US GROW

This store is for all—and everybody is welcome always no matter how small the purchase. Pleased customers become regular customers. That's why our business grows.

**Crockett Grocery & Baking COMPANY**

Mr. Metterhause, a younger brother of William Metterhause, who was recently discharged from the United States navy, has come to Crockett to make his home. He will be associated with his brother in the plumbing business.

### Lots of Plums

This year—make fine preserves. Plums cost nothing if you gather them yourself, besides it's like a picnic to go plum hunting. Phone us for prices on preserving jars. We deliver free. It. Smith-Murchison Hdw. Co.

### Teachers' Examination.

Please give notice of examinations for teachers' certificates to be held on the first Friday and Saturday in June. The state department has not given out any schedule of the subjects. J. H. Rosser, County Superintendent.

### Endless Variety

Of hoes to select from—cotton choppers can find what they want here. We have the genuine Scovel, the Scovel pattern, light hoes and heavy ones—and then some with a particular set for particular people. Call and see them. It. Smith-Murchison Hdw. Co.

### Estray Notice.

Taken up by Dr. Dean, living about 5 miles southwest from Lovelady, Texas, one two year old bull yearling. This yearling is neither marked nor branded. His color is red, mingled with brown and white specks. Valued at \$15.00. This May 20, 1919. 3t. C. H. Barbee, J. P.

### Estray Notice.

Taken up by Reed Roberts (col.), living 4 miles east from Lovelady and estrayed before C. H. Barbee, J. P., Lovelady, Texas, one pale red cow about ten years old, marked crop and upper bit in right ear and crop off left ear. She has no brand. Valued at \$25.00. This May 20, 1919. 3t. C. H. Barbee, J. P.

### Lost Cows.

Strayed from my place near Cut, one red and white spotted cow, about 8 years old, branded on hip with figure 7 and letter H connected, marked staple fork in left ear and over and under-bit in right. Also one deep red muley cow with same marks and brand and about 4 years old. Will pay \$15.00 for recovery. Hiram Armstead, 3t.\* Crockett, Route 4.

## Casings and Tubes Down 15 Per Cent

If you need a new casing or an inner tube for your car come in and let us explain the goodness of the ones we sell. We have them in all sizes and the prices are 15 per cent less.

DRIVE UP AND LET US FILL YOUR CAR WITH GOOD GASOLINE.

We can also supply you with the best grade of lubricating oil. We will appreciate a part of your trade and give prompt and satisfactory service.

**Arnold Brothers**  
Groceries, Feed and Hardware

## A Fair Trial Means a Steady Customer

The kind of store that deserves your steady patronage is the one that always has exactly what you want whenever you want it.

We try to anticipate all the needs of our many customers and then supply quality goods at the most reasonable prices possible.

It pays to buy quality goods, particularly when you can get them at prices as low as ours. A fair trial here means a steady customer every time.

**CAPRIELIAN BROTHERS**  
Groceries and Feed  
The House of Satisfied Customers



**The Crockett Courier**

Issued weekly from Courier Building

W. W. AIKEN, Editor and Proprietor

**With Our Subscribers.**

The Courier desires the co-operation of all in completing "Our County's Roll of Honor." We will appreciate any information concerning any name omitted from the list. If no other names are sent in, the list may not appear again, so it would be well to preserve this week's paper or clip out the list.

Callers at the Courier office since last issue report too much rain and cold weather for crops. Subscribers calling to renew or those sending in their renewals and subscriptions since last issue are as follows:

- J. A. Brinkman, Crockett.
- T. F. John, Kennard Rt. 2.
- W. H. Musick, Lovelady.
- Chas. Arnold, Pennington.
- Miss Ollie Thames, Augusta.

**Returning from Overseas.**

Roy Goolsby, son of Mr. J. A. Goolsby, living west of Crockett, has returned from France. He was in the supply service of the United States army.

Homer Watkins, living north of Crockett, is another soldier boy returning from France. He began his training with the Texas and Oklahoma national army, but was transferred to the 78th Division, the New Jersey national army, with which he served. Recovering from injuries, he was returned to America, his division in the meantime having been sent to Russia.

Jim A. Daniel is a Houston county boy at home on furlough from the United States navy, in which he has seen much active service since enlisting.

**Returning from Overseas.**

S. D. Whitten, whose home is at Weldon, has returned from overseas. He was in the headquarters company of the 90th Division until overtaken with typhoid fever, of which he says there was very little in the army. Recovering in a French hospital, he was returned to the United States for discharge. He arrived at Crockett Monday.

**Plan for Adjusting Gears.**

In adjusting differential gears difficulty is often experienced in seeing whether the gears are meshing properly. A small pocket mirror, mounted on a soft wire handle, may be used in much the same manner as a dentist's mirror. Inspection or repair on many hidden and obscure parts is also facilitated by the use of this mirror.

**Field Mowers and Rakes.**

Lots of rain, plenty of grass. Hay is mighty high. It pays to save any kind of hay, because it will be winter after awhile and it's a big saving to have your own hay. Come to see us for prices on mowers and rakes. It Smith-Murchison Hdw. Co.

**Stray Mules.**

Two small bay mules (horse mule and mare mule) weigh six or seven hundred pounds each; horse mule has long mane and tail, mare mule freshly sheared. Will pay liberal reward for recovery. Vernon Garner, Rt. 5, Crockett, Texas.

**Some Postscripts.**

In ten years Spain has increased the use of hydroelectric power from 80,000 horsepower to 500,000 horsepower and is believed to have 5,000,000 horsepower capable of development.

A circular tank to be placed on the rims of flower pots has been invented, from which a tube extends to convey water to plant roots slowly and evenly.

**A COLUMN FOR OUR WOMEN READERS**

**HANDSOME COAT OF VELOURS**



There are many handsome coats of wool velours among the new spring models. Here is one in beige color decorated with inlays of satin and satin-covered buttons in a much darker shade, joined by narrow silk braid.

**OF FINE EMBROIDERED VOILE**



A blouse that will look like new after each laundering, as long as it lasts, is made of fine white voile and embellished with dots and thread embroidery in blue silk. For durability and for daintiness nothing is superior to voile.

**DRESSES FOR THE FLAPPER**



More than ever the flapper has cause to rejoice in beautiful clothes. Great designers spend their time thinking of her and creating things to just suit those wonderful years beginning with twelve and ending with sixteen. Here is a dress that will make grown-ups envious. It is made of coarse linens and has a white waistcoat set in, and handsome flat pearl buttons.

**Caring for Vacuum Tanks.**

The tank of the vacuum fuel feed system should be cleaned out at least once in three months. The operation is not hard to carry out. The top of the tank should be removed and the inner vacuum chamber be taken out. This enables the operator to reach the lower chamber, from which all dirt should be removed.

**HANAN & SON**

**SHOES FOR MEN**

I have just received a shipment of Hanan & Son low quarter shoes for men. These shoes need no introduction. They have been recognized for years as leaders in men's fine footwear. They are here in all sizes and lasts and possess the combination of style, comfort and wearing qualities.

Come in and let us fit you with a pair of these popular shoes.

**A. B. Burton Jr.**  
Men's Furnishings

Charter No. 8742.

Reserve District No. 11.

**REPORT OF THE CONDITION OF**

**THE FIRST NATIONAL BANK**

At Lovelady, in the State of Texas, at the Close of Business on May 12, 1919.

**RESOURCES.**

1. a Loans and discounts, including rediscounts, (except those shown in b and c)	\$148,963.16	
c Customers' liability account of acceptances of this bank purchased or discounted by it	6,500.00	
*Total loans	155,463.16	155,463.16
2. Overdrafts, unsecured		477.63
5. U. S. bonds (other than Liberty Bonds, but including U. S. certificates of indebtedness):		
a U. S. bonds deposited to secure circulation (par value)	6,250.00	6,250.00
6. Liberty Loan Bonds:		
a Liberty Loan Bonds, 3 1/2, 4, and 4 1/4 per cent, unpledged	4,450.00	4,450.00
9. Stock of Federal Reserve Bank (50 per cent of subscription)		1,050.00
11. Furniture and fixtures		1,858.00
13. Lawful reserve with Federal Reserve Bank		7,494.31
15. Cash in vault and net amounts due from national banks		51,010.65
16. Net amounts due from banks, bankers, and trust companies other than included in Items 13, 14 or 15		3,750.00
Total of Items 14, 15, 16, 17, and 18	54,760.65	
19. Checks on banks located outside of city or town of reporting bank and other cash items		229.65
20. Redemption fund with U. S. Treasurer and due from U. S. Treasurer		312.50
21. Interest earned but not collected—approximate—on Notes and Bills Receivable not past due		1,056.25
22. War Savings Certificates and Thrift Stamps actually owned		225.75
23. Other assets, if any		120.00
<b>Total</b>		<b>\$233,719.95</b>

**LIABILITIES.**

24. Capital stock paid in		\$ 25,000.00
25. Surplus fund		11,000.00
26. a Undivided profits	8,398.31	
b Less current expenses, interest, and taxes paid	5,074.15	3,324.16
27. Interest and discount collected or credited, in advance of maturity and not earned (approximate)		2,351.20
30. Circulating notes outstanding		6,250.00
Demand deposits (other than bank deposits) subject to Reserve (deposits payable within 30 days):		
36. Individual deposits subject to check		102,109.91
Total of demand deposits (other than bank deposits) subject to Reserve, Items 36, 37, 38, 39, 40, and 41	102,109.91	
Time deposits subject to Reserve (payable after 30 days, or subject to 30 days or more notice, and postal savings):		
42. Certificates of deposit (other than for money borrowed)		41,184.68
Total of time deposits subject to Reserve, Items 42, 43, 44, and 45	41,184.68	
50. Bills payable, other than with Federal Reserve Bank, including all obligations representing money borrowed, other than rediscounts		20,000.00
56. Liabilities other than those above stated		22,527.95
<b>Total</b>		<b>\$233,719.95</b>

State of Texas, County of Houston, ss:

I, I. J. Young, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.  
I. J. YOUNG, Cashier.

Subscribed and sworn to before me this 20th day of May, 1919.  
C. B. MOORE, Notary Public.

Correct-Attest: W. H. COLLINS,  
W. B. COLLINS,  
J. L. ALLBRIGHT,  
Directors.

Charter No. 4684.

Reserve District No. 11

**REPORT OF THE CONDITION OF**

**THE FIRST NATIONAL BANK**

At Crockett, in the State of Texas, at the Close of Business on May 12th, 1919.

**RESOURCES**

1. a Loans and discounts, including rediscounts, (except those shown in b and c)	\$890,804.07	\$890,804.07
*Total loans		890,804.07
2. Overdrafts, unsecured		1,250.00
5. U. S. bonds (other than Liberty Bonds, but including U. S. certificates of indebtedness):		
a U. S. bonds deposited to secure circulation (par value)	100,000.00	100,000.00
6. Liberty Loan Bonds:		
a Liberty Loan Bonds, 3 1/2, 4, and 4 1/4 per cent, unpledged	450.00	
d Liberty Loan Bonds, 3 1/2, 4, and 4 1/4 per cent, pledged to secure State or other deposits or bills payable	113,000.00	113,450.00
7. Bonds, securities, etc. (other than U. S.):		
c Bonds and securities pledged as collateral for State, or other deposits (postal excluded) or bills payable	45,000.00	
e Securities other than U. S. bonds (not including stocks) owned unpledged	4,659.52	
Total bonds, securities, etc., other than U. S.	49,659.52	
9. Stock of Federal Reserve Bank (50 per cent of subscription)		6,000.00
10. a Value of banking house, owned and unincumbered	10,000.00	10,000.00
12. Real estate owned other than banking house		7,000.00
13. Lawful reserve with Federal Reserve Bank		43,749.08
15. Cash in vault and net amounts due from national banks		81,535.01
16. Net amounts due from banks, bankers, and trust companies other than included in Items 13, 14, or 15		24,992.83
Total of Items 14, 15, 16, 17, and 18	106,527.84	
19. Checks on banks located outside of city or town of reporting bank and other cash items		1,758.07
20. Redemption fund with U. S. Treasurer and due from U. S. Treasurer		5,000.00
21. Interest earned but not collected—approximate—on Notes and Bills Receivable not past due		11,103.53
22. War Savings Certificates and Thrift Stamps actually owned		362.66
23. Other assets, if any: Payments for Customers on 4th Liberty Bonds		4,760.00
<b>Total</b>		<b>\$1,351,424.77</b>

**LIABILITIES**

24. Capital stock paid in		\$100,000.00
25. Surplus fund		100,000.00
26. a Undivided profits	50,337.00	
b Less current expenses, interest, and taxes paid	13,980.46	36,356.54
27. Interest and discount collected or credited, in advance of maturity and not earned (approximate)		13,838.62
29. Amount reserved for all interest accrued		324.82
30. Circulating notes outstanding		97,900.00
33. Net amounts due to banks, bankers, and trust companies (other than included in Items 31 or 32)		14,639.49
34. Certified checks outstanding		25,504.16
35. Cashier's checks on own bank outstanding		450.00
Total of Items 32, 33, 34 and 35	40,593.65	
Demand deposits (other than bank deposits) subject to Reserve (deposits payable within 30 days):		
36. Individual deposits subject to check		520,333.67
37. Certificates of deposit due in less than 30 days (other than for money borrowed)		6,292.00
Total of demand deposits (other than bank deposits) subject to Reserve, Items 36, 37, 38, 39, 40, and 41	526,625.67	
Time deposits subject to Reserve, (payable after 30 days, or subject to 30 days or more notice, and postal savings):		
42. Certificates of deposit (other than for money borrowed)		197,785.47
Total of time deposits subject to Reserve, Items 42, 43, 44, and 45	197,785.47	
50. Bills payable, other than with Federal Reserve Bank, including all obligations representing money borrowed, other than rediscounts		125,000.00
51. Bills payable with Federal Reserve Bank		113,000.00
Total contingent liabilities (57 a, b, and c)		\$1,351,424.77

\*Of the total loans and discounts shown above, the amount on which interest and discount was charged at rates in excess of those permitted by law (Sec. 5197, Rev. Stat.), exclusive of notes upon which total charge not to exceed 50 cents was made, was None

State of Texas, County of Houston, ss:

I, D. G. Moore, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.  
D. G. MOORE, Cashier.

Subscribed and sworn to before me, this 20th day of May, 1919.  
E. C. ARLEDGE,  
Notary Public.

Correct-Attest: ARCH BAKER,  
JOHN LEGORY,  
JAS. S. SHIVERS,  
Directors.