

The Spearman Reporter

Successors to The Hansford Headlight
Published Thursday Morning of Each Week
PANHANDLE PUBLISHING COMPANY, INC.
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Entered as second class matter on November 21, 1919, at the post-

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Subscription Rates
office at Spearman Texas, under the Act of March 3, 1879
One Year—\$2.00 Six Months—\$1.25 Three Months—75c
All Subscriptions Must Be Paid In Advance

EDITORIAL

Every so often we hear the prediction made that the horse will vanish from the American scene in a few years. Most of the prophets are fond of saying that their grandchildren will be able to see horses only in zoological gardens. But right on the heels of these dire forecasts, there always pops up some new evidence that the day of the horse is not yet over.

It is human nature, we suppose, to imagine that the new must always displace the old. Not long ago it was electricity that was going to displace steam. More recently the belief was current that internal combustion motors were going to make steam engines obsolete.

But along comes the United States Navy with the announcement that the two new battleships about to be built will be powered by steam-engines without any electric driven mechanism, although five of Uncle Sam's capital ships have electric drives. And in spite of the excitement and publicity about Diesel-engined locomotives on some of the stream-lined trains, the newest highspeed locomotives being built for important railway systems are steam engines.

Coming back to horses, it is true that there are not as many being used as there were twenty years ago, but there are more than there were 5 years ago. The highest count of horses on American farms was in 1918 when the census enumerators found 21 and 1-2 million. By 1931 the number had dropped to 13 million, but the most recent count shows more than 15 million horses now at work.

New York state has just announced that its farmers will have to import 19,000 horses from the West this year to provide the motive power they need on their farms. Good work horses are no cheaper than they ever were. An average of \$200. each is about the ruling price in the East.

Horseshoe makers have just reported a heavy drop in sales since 1933, but a good deal of that is accounted for by the growing practice of farmers using unshod horses. Where horses are used only for field work and their hoofs do not have to hammer on the hard highway, horseshoes are unnecessary. Modern concrete has driven the horse off the highways, but he is coming back on the plowed fields.

OUR NATURAL RESOURCES

There is a widespread interest in the subject of conservation of natural resources. It is emphasized by the dust storms and floods, which are probably attributable in some degree to the recklessness of humanity. Doubtless the plowing under of the buffalo grass in parts of the great Plains has contributed to the erosion of the soil by wind, while the cutting off of the virgin forests probably have had some effect in making it easier for rain to wash away the fertile soil and to flow unchecked into flooded rivers.

Any program of conservation to be effective, must go below the surface. There is serious talk of repossession by the state of Pennsylvania of the anthracite coal mines, whose owners say they cannot operate them profitably, but which are being mined by "bootleggers" who have no legal right to the coal. Some such talk is heard about our oil resources, believed by some to be in danger of exhaustion.

The time may come when the whole question of who actually owns the natural resources of the nation will have to be reviewed. One of the grievances of the New England colonists against the British, which resulted in the Revolution, was the British contention that all forests were crown property, and no colonist might cut timber fit for frames, masts and planks of the Royal navy without permission of the government.

If that principal were carried to its logical conclusion, then all of the timber and mineral wealth of the nation would be government property to be extracted only by government permission and under government regulation. Perhaps that might work out as badly as did the system under which the government owned land of the West were given to anyone who would comply with regulations.

There is no doubt but what much of our natural wealth has been depleted, and can never be restored. More and more the population of the United States will have to depend upon industrial labor to create new wealth rather than upon taking wealth directly from the land. This is going to mean a progressive shifting of population toward industrial centers and that will bring a new set of social problems with it.

The question is how far any government will ever be able to deal wisely and effectively with these social changes.

THE LAST FORTRESS



Who Pays For Texas Highways? Texas Rail-Roads Give Answer

Preponderating the query, "Who Pays for Texas Highways?" the Texas Railroads today answered the question with a series of figures, allocating the costs of the existing highway system and showing the sources of the three quarters of a billion dollars to date.

Contrary to what is perhaps the popular impression, it is shown that the general taxpayer, whether he owns a car or not, is or should be as vitally interested in the highways as in any other of the public services for which he pays. His share in the cost of the highway system, paid through ad valorem taxes has been to date \$281,000,000 or 33 per cent of the total, while of course if he is a car owner, he has paid his share of the \$202,000,000 in motor li-

cense fees and the \$176,000,000 of gasoline tax, and finally, a part of the \$91,000,000 of federal aid which Texas has received for its road program.

Big trucks, engaged in inter-city freight transport, are shown to have paid a relatively insignificant part of the total cost of the highway system, though their use of the roadways has tremendously enhanced the cost both of construction and maintenance. Actual count shows according to the summary issued that there are but 36,000 trucks, each registered in the state for a gross weight, vehicle and load of 8,000 pounds or more. These large trucks, representing 2.34 per cent of all vehicles on the state's highways, have paid toward the road system \$14,500,000 in license fees and \$11,200,000 in gasoline taxes a total of 25,700,000, or 3.12 per cent of the total cost of the system.

Yet, the statement continues, these large trucks add tremendous weight to the highway system, and it is asserted,

ously to the cost of highway construction and maintenance. Two feet wider than passenger cars and small trucks they require four feet of additional road width representing about 25 per cent increase in pavement cost for this item alone. Their weight is such as to make it necessary to build thicker pavements, this factor adding from 35 per cent to 60 per cent to the cost. Wider and heavier bridges and increased maintenance costs are shown to swell the total highway cost requirements to almost double that required for small trucks and passenger cars.

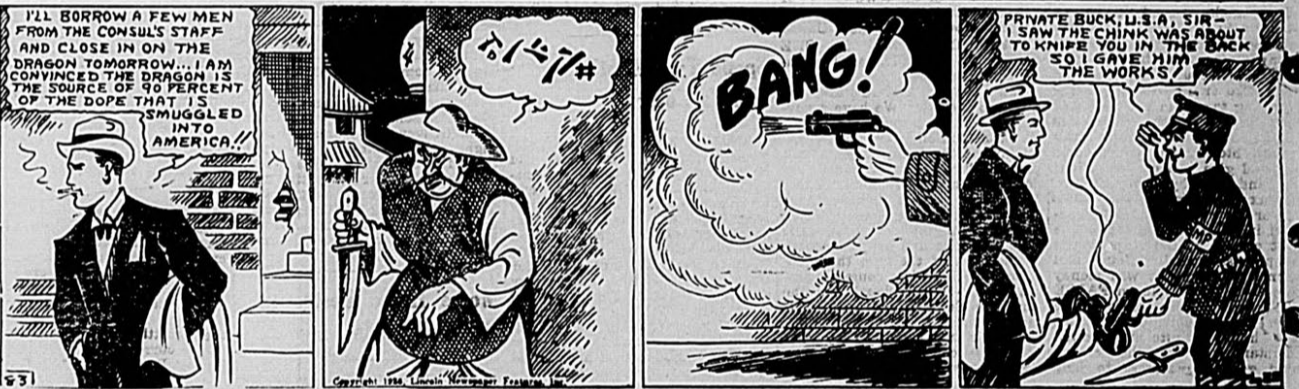
Any addition to the load limit or the size and speed of these further increase the burden of costs for highway building, with the owner of the small truck or passenger car and the payer of ad valorem taxes having to pay a greatly disproportionate share for the sole benefit of a small fraction of the total number of motor vehicles on the highways.

The House Of Hazards by Mac Arthur



DETECTIVE RILEY

By Richard Lee



DASH DIXON

By Dean Cain



FACTS YOU NEVER KNEW!!!

By H. T. Hupp



International Sunday School Lesson

By Dr. J. E. Nunn

General Theme:—The New Commandment. — The New Scripture Lesson:— John 12:20-33; 13:34-35.

12:20. Now there were certain Greeks among those that went up to worship at the feast.

21. These therefore came to Philip, who was of Bethsaida of Galilee, and asked him, saying, Sir, we would see Jesus.

22. Philip cometh and telleth Andrew: Andrew cometh, and Philip, and they tell Jesus.

23. And Jesus answereth them, saying, The hour is come, that the Son of man should be glorified.

24. Verily, verily, I say unto you, Except a grain of wheat fall into the earth and die, it abideth by itself alone; but if it die, it beareth much fruit.

25. He that loveth his life loseth it; and he that hateth his life in this world shall keep it unto life eternal.

26. If any man serve me, let him follow me; and where I am there shall also my servant be: if any man serve me, him will the Father honor.

27. Now is my soul troubled: and what shall I say? Father, save me from this hour. But for this cause came I unto this hour.

28. Father, glorify thy name. There came therefore a voice out of heaven, saying, I have both glorified it, and will glorify it again.

29. The multitude therefore that stood by, and heard it, said that it had thundered; others said, An Angel hath spoken to him.

30. Jesus answered and said, This voice hath not come for my sake, but for your sakes.

31. Now is the judgment of this world: now shall the prince of this world be cast out.

32. And I, if I be lifted up from the earth, will draw all men unto myself.

33. But thus he said, signifying by what manner of death he should die.

13:34. A new commandment, I give unto you, that ye love one another: even as I have loved you,

that ye also love one another.

35. By this shall all men know ye are my disciples, if ye have love one to another.

Golden Text:—A new commandment I give unto you, that ye love one another: even as I have loved you, that ye also love one another.—John 13:34.

Introduction

In the lives of the great men of history, generally the last few weeks, and often the last few years are really of no significance whatever, frequently characterized by illness and sickness. In almost every great biography you may chance to open, you will find that the last few days and death of the character are passed over in a few pages, or at least a single chapter. In the life of Christ this is exactly reversed. Thus the entire section from John 12:12 through John 20:25 is devoted exclusively to a record of the last eight days of our Lord's life, from the Sunday before his death to the Lord's Day of his resurrection three hundred and one verses out of eight hundred and seventy-nine verses of the entire gospel of John, more than one third of the entire Gospel.

The Triumphal Entry John 12:12-16.

The triumphal entry of our Lord into Jerusalem is recorded in all four Gospels (Matt. 21:1-11; Mark 11:1-11; Luke 19:29-44). It occurred on the Sunday before our Lord's death. A great company hearing Christ was coming toward Jerusalem over the Mount of Olives, from Bethany where he had been spending the preceding days, took branches of palm trees, according to the usual custom on such festive occasions (Lev. 23:40), and went out to meet him, crying: "Hosanna, blessed is he that cometh in the name of the Lord, even the king of Israel. The word Hosanna, is from Psalm 118:25 — I beseech thee, O Lord, save now, being the Hebrew word for save now. The triumphal entry of Christ finds its explanation in the need for Jesus to allow the Jewish people once to proclaim and acknowledge

him as their king. The day will come when Christ will truly be proclaimed king, and will gloriously rule with his divine authority in the very city of Jerusalem which, that week, was to shamefully put him to death.

Greeks Desire To See Jesus John 12:20-22

V. 20. "Now there were certain Greeks among those that went up to worship at the feast." These were Gentiles, citizens from Hellas, or their descendants living throughout the Mediterranean world who had become proselytes of the Jewish faith, and once a year when possible, came up to Jerusalem in order to worship at the feast as the Hebrews worshipped.

We Would See Jesus V. 12

These therefore came to Philip, who was of Bethsaida of Galilee, and asked him saying, Sir, we would see Jesus. At the birth of Jesus, wise men came from the East to behold the Lord (Matt. 2:1-12); now, at the end of our Lord's public ministry, there came men from the West, speaking the language identified with learning and scholarship, asking that they might see Jesus. If our Lord spoke privately to the Greeks, and possibly he did, the conversation is not recorded. The profound and significant words that they follow were spoken to the disciples, to other Jews near by, and possibly to the Greeks as well.

If I Die, It Beareth Much Fruit V. 24

Verily, verily, I say unto you, Except a grain of wheat fall into the earth and die, it abideth by itself alone; but if it die, it beareth much fruit. When a grain of wheat falls into the ground, the outer shell disintegrates, and every particle of the wheat except the tiny kernel in which life resides disappears. Even this little kernel, when once it begins to shoot up as a stalk, forever loses its own corporate identity: at the time of harvest the little kernel of wheat is not above the ground, except in the stores of

other kernels which it has produced from its life. In other words it loses itself that other kernels might come into existence. So the Lord Jesus gave himself up to death for the sake of eternal life. Self love leads to destruction and death. From beginning to end of his earthly history Jesus laid down his life for men. The present and temporal must be sacrificed for the future and eternal." Geo. Reith.

Glorify Thy Name.

V. 28

Father, glorify thy name. There came therefore a voice out of heaven, saying, I have both glorified it and will glorify it again. Twice before had a voice been heard speaking from heaven concerning the Lord Jesus at his baptism (Mark 1:11), and at his transfiguration (Mark 9:7). God had glorified his own name in many of the great historic facts in the life of Christ, in many of his miracles, but he was now to preeminently glorify his name in the death, resurrection and ascension of his Son. Everything that Christ did, he did for God's glory (John 7:18; 8:50; 11:4, 40).

If I Be Lifted Up

If I be lifted up from the earth I will draw all men unto myself. In the Greek Testament are two words that may be translated draw one of which implies violence (Acts 14:19; 17:5). The other does not: it is the latter which is used here and in 8:44. It is the one great magnet, pulling men, to bestow upon them a new hope, a liberty dreamed of, a cleansing from every stain a new life which Christ gives to all who believe in him. To miss the cross is to miss the Christ. When a man is not drawn to accept what Christ did upon the cross he is not drawn by Christ.

THE CROSS OF CHRIST

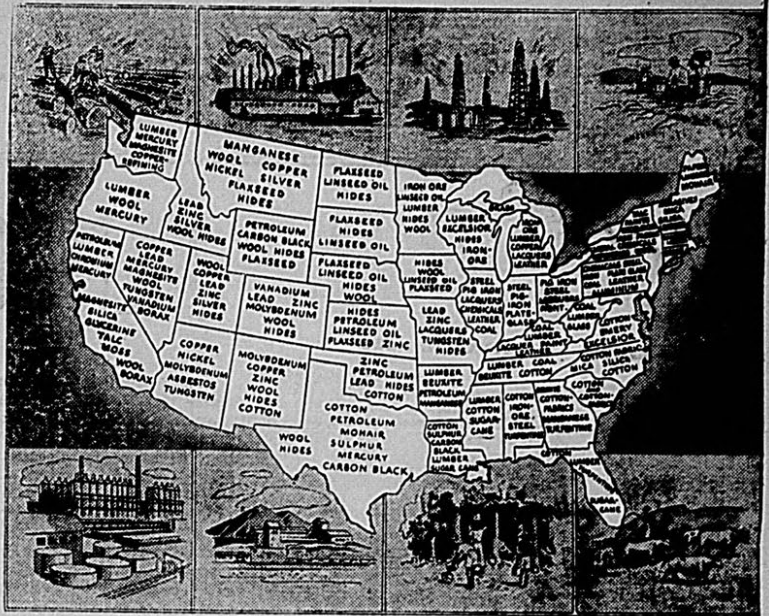
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Q—For what is the historic oak near the courthouse square of LaGrange especially noted?

A—From under its great shades Capt. Dawson and his company of 53 men marched to the relief of San Antonio after its capture by Mexicans in 1842; it shadowed Gen. Kirby Smith's volunteers assembled to join the Southern Confederacy; two companies joined beneath its foliage for the Spanish-American war; there

AUTOMOBILE STRIKES AFFECT EVERY STATE IN THE UNION



The automobile industry is one of America's largest buyers of raw materials and manufactured products. The map above shows a few of the principal products bought by motor manufacturers in each of the 48 states, at a total cost for 1936 estimated at more than \$1,600,000,000. Significant as this is in indicating the nation-wide effects of a strike, it is far from complete. Another map might show, state by state, the thousands of dealers and salesmen directly affected. There is no way to picture indirect losses in retail sales and in government revenue through reduced taxes and increased relief.



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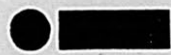
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