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PUBLISHERS
EASTLAND TELEGRAM
RANGER TIMES
EASTLAND COUNTY WEEKLY INDEX

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LET THERE BE LIGHT.

More than 50,000,000 electric Christmas tree lamps will be ready this year to help Santa Claus light the nation's Christmas trees.

In recent years the electric lamp has almost entirely replaced the old-time candles for lighting Christmas trees. The popularity of electric lights for Christmas trees has caused them to surpass in number the total of flashlight bulbs for the entire year.

SMART SMUGGLERS.
Say what you will about them, you must admit that the rum-runners have fertile brains, anyhow.

Near Niagara Falls, N. Y., a high-tension electric power line crosses the international boundary. And what have the smugglers been doing but rigging up a trolley arrangement, hanging a basket from it, and hauling whisky into the United States over these power lines?

Of course, the wires carry enough electricity to kill anyone who touches them, but the trolleys and baskets are insulated, and nobody has been hurt so far. The federal agents have caught on to this little trick; but you must admit it was a clever dodge—until it lasted.

THE BIRTH OF A NEW AGE.
The changes brought about in American industry by the introduction of the labor-saving machinery are strikingly pointed out by Secretary of Labor James J. Davis.

Discussing the manner in which semi-automatic machines are displacing workmen, Mr. Davis cites a few facts:
"One man replaces 42 at the open hearth steel furnaces; three men now do in three to seven hours the locomotive repair work that once occupied eight men for three weeks. In a certain tube works 30 men and 10 machines do the work of 240 men and 20 old machines. One brick-making machine turns out 40,000 bricks a day; not long ago it took one man a day to make 450 bricks. An automatic bottle machine turns out 300 bottles in a day as 41 men. Similar instances might be cited indefinitely, but one more will suffice—in the automobile industry the same number of men in ten or three times as many cars as in 1914."

Now, as Mr. Davis points out, while this is highly economical and efficient, it is not comforting to the men who are displaced. He remarks that the number of workmen in productive industries has fallen off 2,000,000 in the last ten years, and raises the question: Are we gaining our efficiency at the expense of the worker? Is the machine age bringing as well as prosperity?

Mr. Davis finds that as inmates from their own provides new forms of work for the next seven years. The new work has opened 2,000,000 jobs; and the new work has opened 2,000,000 jobs; and the new work has opened 2,000,000 jobs.

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OUT OUR WAY



SOCIETY

MRS. W. K. JACKSON EDITOR
THURSDAY
Methodist church: Choir practice 7:30 p. m. Lower assembly room.

BANQUET BRILLIANT EVENT.
The banquet given Monday evening by the Eastland H. I. Alumni Association honoring the graduating class of 1928 was the event of the week, and one of the most delightful affairs of the many for which the high school association has been justly noted.

Informal Open House.
Sunday afternoon, Mr. and Mrs. Harry Porter held an informal open house, with about fifty guests in attendance honoring the hostess's mother, Mrs. R. M. Weaver, and sister Miss Isabel Weaver, of Fort Worth, who will be the Porter guests over New Year day.

JOLLY XMAS EVE ENTERTAINMENT.
Miss Virginia Root kept open house informally Xmas night, when a number of college friends were guests, and bridge and dancing the diversions of the evening.

Informal Dinners.
Mr. and Mrs. Allen D. Dabney had their family table Xmas day rounded out with the presence of their daughter Geraldine, student of T. C. U. Allen Dabney, Jr., from Christian College at Abilene and Mrs. S. J. Spence of Comanche, the mother of Mrs. Dabney.

Home Coming Banquet.
The Home Coming banquet, will long be remembered.

Will Entertain Saturday Evening.
Mr. and Mrs. George A. Davison have issued invitations to the largest holiday event which so far has been announced for Eastland, which will be in the form of a bridge dinner, and dancing party on the roof garden of the Connell Hotel, Saturday, January 29th.

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lionaires or more will live in the giant masses of steel and concrete and the value of these buildings and the land on which they set will be one billion dollars," predicts the article.

Live Stock Prices Show Sharp Decline

AUSTIN, Dec. 26.—Sharp decline in the prices of cattle was a rather discouraging feature of the live stock industry during November, according to Berward Nichols, editor of the Texas Business Review, issued monthly by the Bureau of Business Research at the University of Texas.

"Prices went down for cattle, while hogs and sheep advanced slightly. Prime beef steers on the Fort Worth market for the week ending December 15 were bringing 10 cents, down one-half cent from the month previous, and calves brought mostly 10 1-2 cents compared to 11 cents on November 15. Hogs sold for 8 1-2 cents for the handy weight class, or a gain of 1-2 cent for the month. Best lambs advanced 1-2 cent and went mostly at 12 1-2 cents and muttons sold for 8 cents against 7 1-2 cents a month earlier.

OLDEN
(Mrs. Dave Vermillion)
V. M. Hamilton is ill with the flu.

Mr. and Mrs. Ott McDonald of Abilene were Olden visitors Wednesday.

Miss Sue Hamilton entertained a lively bunch of the Methodist Sunday school youngsters Friday night at the home of her parents, Mr. and Mrs. Sid Hamilton, Mrs. Russell Hoerner assisted her in entertaining.

Mrs. Barker and two children, Milton and Christina left this morning for Chattanooga, Tenn., to make their home. Dr. Barker will follow soon. Their many friends here regret to see them leave.

Shipments of live stock to Ft. Worth in November were 20 per cent below receipts in November, 1927, as a result of smaller unloadings of cattle and sheep. During the month, receipts at this market totaled 175,253 head, whereas 218,300 head were unloaded in November a year ago. Cattle and calves decreased 28 per cent and sheep 6 per cent. On the other hand, hog shipments were 40 per cent greater.

Family Menu

BY MRS. MARY
BREAKFAST—Baked winter squash, cereal, cream, raised buckwheat pancakes, country sausage, milk, coffee.

LUNCHEON—Stuffed onions, whole wheat bread, apple, celery and nut salad, carrot pudding, milk tea.

DINNER—Boiled fish with egg sauce, shoestring potatoes, glazed parsnips, macedoine vegetable salad, canned peaches in orange juice, coconut cake, milk, coffee.

Too few housewives serve boiled fish and it's one of the easiest and most delicious ways of serving many varieties of fish. Add lemon juice or vinegar, and one tablespoon each of minced carrot, onion and celery to the water in which the fish is to be cooked. Add the vegetables to the water while it's cold and bring slowly to the boiling point to bring out their flavors. Add fish and lemon juice when water is boiling rapidly but reduce heat and drain simmer until fish is tender. Drain thoroughly before serving.

Carrot Pudding
One cup grated raw carrot, 1 cup grated raw potato, 1 cup light brown sugar, 1 cup flour, 1 teaspoon soda, 1/2 teaspoon ground cloves, 1 teaspoon ground cinnamon, 1/4 teaspoon salt, 4 tablespoons melted shortening, 2 tablespoons milk, 1 cup seeded and chopped raisins, 1/4 cup shredded citron.

Sprinkle 2 tablespoons flour over raisins, mix grated carrot, potato and sugar. Mix and sift sugar, salt, soda and spices. Melt shortening in the mold in which pudding is to be steamed. This greases the mold as well as prevents the shortening from the pudding. Combine all ingredients, mixing thoroughly. Turn into greased mold and steam three and one-half hours. Serve warm with hard sauce. This pudding is served with cream.

Blind Boy Makes Gift for Hoover



Herbert Hoover, president-elect, is going to have a blue and gold necktie. It is being made to order for him, but the maker will never see the tie. Kingsley Price, 11, an inmate of the California School for the Blind, started the tie on a tiny hand loom as he lay very sick in the institution's hospital. Enthusiasm over the tie hastened his convalescence.

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Wichita Falls, for a few days, on business.
Mr. and Mrs. Alvin Kincaid left for their home in Menard, after a visit here with Mrs. Kincaid's parents, Mr. and Mrs. S. M. Branscum.
Russell Horner returned home Tuesday, after a week in Brownwood in interest of the Humble Oil and Refining Co.
C. H. Everett is home for the weekend.
Will Rise (mail carrier) is suffering with a sprained ankle.

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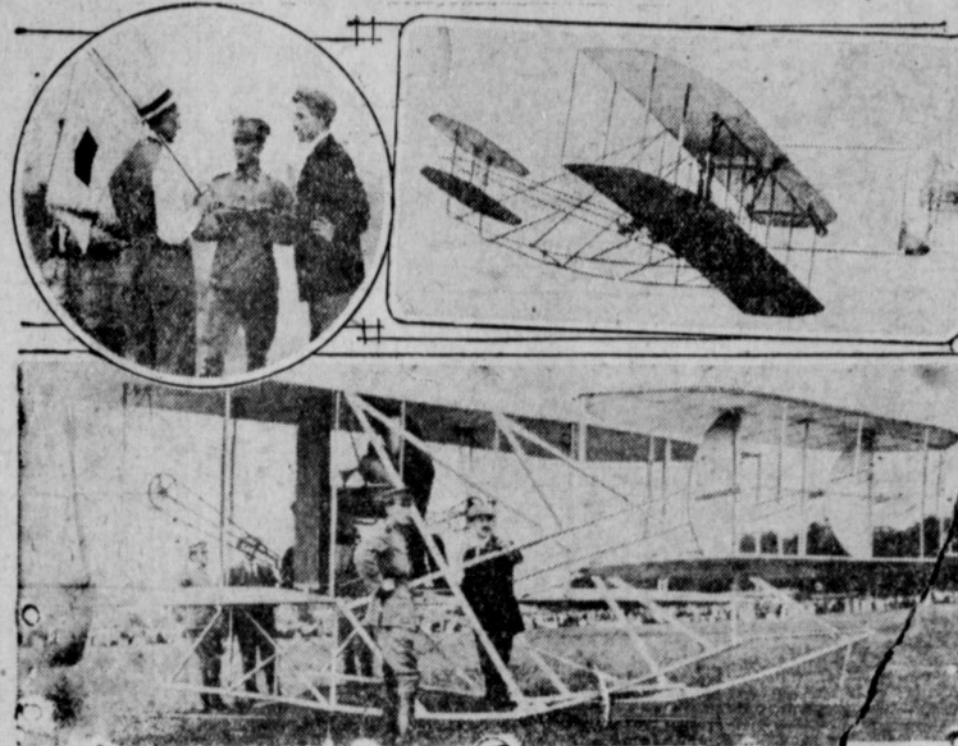
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# High Flight

1928 by  
© NEA Service Inc. RUTH DEWEY GROVES AUTHOR OF "WHEN A GIRL LOVES LOVE FOR TWO" etc.

**THIS HAS HAPPENED**  
Fate introduces Jerry Ray, a deep girl to Alester Carstairs when he crashes his airplane into the camp she is sharing with her room mate, Myrtle. She likes his pilot Dan Harvey, but Alester is struck by her beauty and shows her attention.  
Unable to buy a gown for a party he has invited her to, Jerry yields to the temptation to slip on the store for the evening. When they taut her for being "dry" at the party, Jerry dinks too much. A rowdy dancing partner throws her into the pool to revive her.  
Dan appears to help her, but Alester takes her home. She is discharged from the store when she confesses about the dress. Jerry seeks another job, and is surprised one evening when Dan calls. He proposes and she tells him she does not believe in love, but hopes to marry for money. He leaves after warning her.  
Alester drives Jerry out to the deserted camp where he makes advances, while she repulses Dan happens by and Jerry makes Alester take her home. When he learns that she has lost her job on his account he uses his influence to get her a place in a chorus.  
Rehearsals are hard for her, but she is befriended by Evelyn Starr, who is in love with Jael Thane. Evelyn gives a party and when Alester says he cannot take her, Jerry invites Dan. Jael takes exception to Jerry's presence in Evelyn's home and an unpleasant scene ensues. Then Alester arrives.

## FIRST REAL FLIGHT BY WRIGHT



Back in September, 1908, when the airplane was little more than a box kite with a gasoline motor, Orville Wright demonstrated his remarkable invention to the satisfaction of U. S. army officials with a flight at Fort Myer, Va., that lasted one hour and 14 minutes—the first real flight in history. Here are the pictures that the newspapers printed at the time—above, the Wright plane in flight and, below, a closeup of the strange contraption with Orville Wright (in civilian clothes) in the foreground. The other picture, taken the following year, shows Orville Wright (right) and Wilbur Wright, the latter holding the flag with which a man on the ground signaled the pilot that all was well for landing.

born little creature who couldn't be driven.  
Just then Dan appeared down the hall, at the kitchen door. He saw Jerry and Alester and came toward them.  
"Hello," he said, "I thought you were at . . . there he paused . . . home," he added, and the anxious expression on Alester's face gave way to one of relief.  
"I've come to take Miss Ray home," he said curtly.  
Dan turned to Jerry. She looked at Alester.  
"I'm going home with Dan," she said determinedly.  
"Very well," Alester answered coldly. "Then I will not see you tomorrow. Please say good night to Miss Starr for me," he added, after turning on his heels, and was gone.

Jerry watched him go with a sinking heart. Surely he would not come back this time. And he'd been acting differently lately; she had thought at times that his irritation was ripening into real love—a real love!  
She smiled bitterly. It wasn't the men who trapped themselves that way. It was the women.  
"I've been talking with Mr. Mr. Thane," Dan said, breaking into her thoughts. "Miss Starr seems to have convinced him that you're not the sort of girl he hates so. If you like he will apologize to you, but I think we'd better dispose with that, Jerry, and be getting along. Someone told me that you're driving with Alester to Atlantic City tomorrow and I suppose you will want to make an early start."  
"Why," Jerry said, "you heard what he said. He isn't going to take me."  
"Yes, I heard it," Dan replied, "but I know that Alester often says things in a temper that he does not mean. I'd advise you to prepare for the trip just the same."  
"I'll not," Jerry delighted him by saying. "No one can dictate to me."  
"I'm glad to hear you say that," Dan assured her, "because I don't want Alester to take you to Leontine Lebaudy's again, and he is the type to try to dictate his own wishes in the matter."  
Jerry wondered why he brought up Leontine's name. But Dan could not say any more. He hoped she would guess that Alester's mother had not figured in his plans for the evening as he had said and that it was Leontine who had enticed him into an engagement.  
Dan was puzzled to know why Alester had not kept his appointment with Leontine and why he had come to Miss Starr's home, until he remembered that he had left Jerry's note on his dresser. Dan Alaster often came into Jerry's room at Carmoor. Until they met Jerry they had been on fairly good terms. Dan knew too much of Alester's past to feel any warm friendship for him, but he was too sensible to set himself up as a monitor of a man with whom his business brought him in contact.  
The realization that Alester was jealous of Jerry added nothing to Dan's happiness. He hadn't believed that Alester would spend much time with a nice girl of the "lower middle class," but now he wondered if he might not have misjudged him in another way.  
Suppose he should want to marry Jerry! The idea of Jerry embracing marriage with a philanderer such as Alester made him shudder; not merely because he loved her himself but because he knew how a man like Alester would treat a proud woman.  
"I've told him I won't go there any more," Jerry said in answer to his reference to Leontine's inn.

"These people who think that every girl of today is crazy for gin and jazz make me tired," she added irrelevantly.  
At least it seemed irrelevant to Dan, but Jerry had suddenly thought of a letter she'd had from home that day. Her mother had told her neighbors about Jerry's events on the stage and their comments had been a sermon on the evils of theatrical life.  
Dan's reference to the Lebaudy place had reminded her that Alester, too, had imputed a taste for wild life to the modern girl, even to one who was not of the stage. He was continually trying to break down her opposition to night clubs and roadhouses. He seemed to think it was a pose.  
"He's been playing around with the live ones so long he thinks everybody else ought to be buried," Dan said crisply. "But let's not stand here talking, if you're ready to leave."  
Jerry went into Evelyn's room and got her hat and wrap.  
"I've already said good night," she told Dan when she rejoined him. He found his hat in the hall and they left quietly.  
Someone had drawn the curtains in the door connecting the foyer and the living room. No one saw them depart. Jerry breathed a sigh of relief when they were outside and had found a taxi.  
She had lived a year in New York and nothing of any particular interest had happened to her until Alester's savior plane had dropped out of a clear sky upon her camp. Since that event life had become simpler. It would have been for her if only one fly, but which one? Jerry did not want to answer that question.  
Dan had little to say to her as they drove down Broadway to Columbus Circle. He knew that they stood at crossroads and that Jerry was headed one way and he another.  
He could feel the warmth of her slender, dance-hardened body as she leaned wearily against him in the cab. He made no effort to put an arm around her though his refraining from doing so was taxing his self control to the utmost.  
He thought, with longing, of the days of the cave man. Jerry would belong to him if only physical strength were needed to take her. He could crush her in one arm, and fight a dozen Alesters for her with the other.  
Dan had always been rather proud of his strength . . . tonight he would have traded it for a gypsy love charm.  
Jerry's eyelids drooped. She leaned a little more heavily on Dan without being conscious that she did so. The blessed safety she felt with him was so very blessed, so natural, that she was not even aware of it.  
Dan was asking himself where and when he would see her again. He knew that before her show returned for its New York premiere he would have completed the job for which Alester had hired him.  
Perhaps he would go west and join the air mail service or take up stunt flying with country town carnivals. There wasn't much kick in safe flying with nothing to live for, he told himself gloomily.  
He knew, as Jerry didn't, that Alester would drive her to Atlantic City.  
(To be continued)

The past few weeks have witnessed a decided improvement of the railroad property in Fabens. A new chimney has been added to one building, new desks installed in the station, fixtures replaced by new ones and other added. A new telegraph desk and instrument have been installed.

**BROWNSVILLE**—Citizens of proposed Brownsville navigation district will vote Dec. 22 on proposition of leasing \$2,000,000 in bonds to finance dredging of ship channel from Brazos Santiago Pass to near this city.

**Radiophoto Shows Liner on Rocks Off Ireland**



Battered by angry seas, the White Star liner Celtic, one-time queen of the Atlantic, is shown in this NEA radiophoto as she lay upon a ledge of rocks off the mouth of Cork Harbor at Cobh, Ireland. At the right, under the bow of the liner, is one of the tugs which made many unsuccessful attempts to float the crippled liner. She could be pounded by the waves into a hopeless wreck. Five hundred passengers and Alma Robuck and were taken off in safety after the vessel had fought a losing battle with the sea for the holidays. She was rescued from the Celtic were 30 survivors of the Vestris disaster.

## Flight, 20 Years Ago, Created Much Interest in U. S.

By NEA Service.  
WASHINGTON, Sept. 12, 1908.  
—King of the air, monarch who IS monarch of all he surveys, and yet the ruler of the most impalpable and least-peopled principality—that is of a man who has astounded the world with his performances in the Wright brothers' aeroplane at Fort Myer during the past two weeks.  
When the aeroplane lies inert, dead and immobile on the parade ground, it is hard to reconcile its very materialism with the evolutions it performs later in the upper air. It's hard to be anything but a native of Missouri when one inspects a canvas, motor and wire, even if it does bear a slight general resemblance, in its canvas covering and framework, to the fleet flying duck.  
**Orville Wright Is Pilot.**  
But once launched, the thing (everybody agrees in calling it "the thing" out at Fort Myer, because "aeroplane" sounds so scientific) becomes endowed with life. In his little seat, in the center of the machine, sits the brains, the heart and the thinking power of the aeroplane. With his two hands on levers controlling the least quiver of the whole Orville Wright himself, brains, nerves and thought personified, guides its destinies and puts it through its paces.  
Picture No. 1 gives a perfect idea of appearance of the aeroplane as it rests in the center of the Fort Myer parade ground. A single wooden rail runs out for a distance of perhaps 30 feet, is clearly shown. The aeroplane is supported on this track by a small single wheel in the center of the framework, between the two sleek runners so plainly seen in the pictures. When ready to launch, the aeroplane is backed up on this track to within a few feet of a tripod. A pulley at the farther end of track carries a rope from a hook under the aeroplane back to a weight of 1400 pounds, which hangs from another pulley supported by the tripod. Half a dozen soldiers raise this weight to its full height, two more "crank-up" the motor by twisting the two propellers behind; Mr. Wright sidles into his little seat, grasps the levers, nods his head, the weight is released, and with its fall pulls the aeroplane forward along the track at express train speed. At the end of the rail the rope is automatically released, and, with the initial impetus already gained, the machine, aided by the whirling propellers, gracefully flutters above the ground a few seconds, and, as Mr. Wright raises the planes, soars gracefully up into the air.  
**"Coming Down Is Easier"**  
Coming down is even easier. Mr. Wright circles around and picks out his spot, inclines his rudder in the air, and, finding a spot to his liking, shuts off the motor. The aeroplane, its motion lessened, gracefully hesitates for an infinitesimal shade of time, and then airily settles, its "skies" or sled runners slide along the ground for a few feet, maybe the aeroplane bounces a few inches, and then comes to a stop. It is exactly the way a sparrow alights from the air—he softly soars down and striking the earth easily, overcomes the momentum by a few little short hops.  
This picture No. 1 gives a very clear view of the details of the Wright craft. The forward "neck" shows the planes set just as Mr. Wright left them when he came down from the upper air. The two horizontal planes in both the neck and the body proper are arranged to move easily, and it is by moving them that the aeroplane is made to rise or descend. The perpendicular plane in the "neck" is a sort of auxiliary rudder. All of the planes are slightly curved—resembling a clam shell. The rudder proper is in the rear—two

## Tip-Top Tapper



Yes, Claire Stenz, society deb, is on the stage now. She's a member of the Junior Aid League of the Lenox Hill Hospital, New York and will be in a show which the league is going to produce. Her part is to do a tap dance. And from the looks of things, she ought to be a tip-top tapper.

simple planes perpendicularly set. They respond to the movement of a lever.  
**Five Gallon Gas Tank.**  
Directly in the rear of the main framework the two propellers are visible. They revolve in opposite directions about 500 times a minute. They are made of the lightest, strongest spruce obtainable. Indeed, all the supporting branches are of wood and the only metal in the machine, beyond the motor, is in the screws, binding posts and piano wire strengtheners. The wonderful little motor—an invention of the Wright brothers—is located just a little to the right of the center of the framework and balanced by the weight of the op-

## \$200 DONATED FOR ORPHANS

Two hundred one-dollar bills were contributed Sunday night at the annual Christmas tree service of the Sunday school and church at the First Baptist church. The collection goes to the Buckner Orphan home at Dallas where about 700 children are being taken care of.  
At the Christmas tree program, gifts of fruits and nuts were presented by Santa Claus to everyone. A program was rendered by the primary department and by the senior and junior B. Y. P. U.

## REAL CHRISTMAS GIFT.

BUDAPEST, Dec. 24.—Admiral Nicholas Horty, regent of Hungary, granted Christmas amnesty to 248 prisoners today.

READ THE WANT ADS

**NEW SPRING COATS**

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510 West Commerce  
PHONE 207

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311 East Main  
PHONE 258

Hurt Gasoline  
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### Sweeping Changes And Price Cuts By Hudson-Essex

#### Beautiful Cars Displayed In Nationwide First Show- ing Today.

Essex a 70-mile an hour car; more than an 80-mile an hour car; roomier and beautified designs; much added equipment and price reductions of \$50 to \$200 a car, are the features of the Hudson-Essex program for 1929 as announced today. The company's statement, marking its 20th anniversary, declares it will build up as many cars in the first half of 1929 as in all of 1928—this was the biggest year in its history.

The 1929 Hudson with 64 improvements and the new Essex, Challenger, with 76 go on display today at the Super Six Motor Company, Hudson-Essex dealers, as part of a nationwide program of simultaneous display. Preparations of the new Hudson-Essex have been made to newspapers, technical experts, distributors and dealers in key points throughout the United States and Canada. For the past month the Hudson factories in Detroit have been operating on day and night shifts, to provide show cars and efficient dealer stocks to assure immediate delivery.

Twenty-one body types are included in the new combined line, more than in 1928, comprising the greatest variety Hudson has ever offered. Essex prices start at \$1,195, Hudson prices at \$1,095. The new line is now presented on two increased wheel bases of 122 inches and 129 inches, while the Essex wheel base remains unchanged. Principal Essex improvements include four hydraulic shock absorbers as standard equipment, premium plate, larger, roomier seats, and a larger more powerful motor.

#### New Body Types.

The six bodies which have been added in the 1929 Hudson line are: town sedan at \$1,375; convertible sedan at \$1,450; the 5-passenger standard phaeton at \$1,350; 5-passenger sport sedan at \$1,850; 7-passenger limousine at \$2,000; the sport phaeton to be introduced later. The first three have wheel bases of 122 inches, while the last three are on 139 inch wheel bases.

The models which comprised the line last year and have all chassis improvements and redesigned bodies are the coach at \$1,095; the standard sedan at \$1,175; the coupe at \$1,195; the roadster at \$1,250; the landaulet sedan at \$1,500; the sport at \$1,500; 7-passenger sedan at \$2,000. All of these with the exception of the sport and the coupe are on 122 inch wheel bases; these have wheel bases of 139 inches.

Two new body types added to the line, the Challenger, are the town sedan at \$850 and the convertible coupe at \$895. The Essex 4 price is \$695—with the coach, 2 passenger coupe and the sedan all at this figure; coupe with rumble seat is \$725; standard sedan \$795 and the roadster at \$840.

#### Power Increased.

Essex power has been increased 10 per cent and the Hudson power 15 per cent. There is increased torque, or pull, at low speeds which reflects directly on acceleration and gives greater power in climbing in both lines. The 1929 Hudson develops 92 horsepower and Essex, the Challenger, 75 horsepower. The former has a top range up to 85 miles an hour and the latter's top pace is in excess of 70 miles an hour.

In both cars, a "moose horn" manifold equalizes the distribution of vaporized gasoline to the cylinders, resulting in balanced energy and more efficiency from every cylinder. Spark plugs are actuated over the exhaust valves, a departure. Complete combustion is assured by raising the gas pressure almost to the point of combustion by passing it over the hottest spot in the motor before entering. An automatic priming device assures engine operation in any temperature. On the vacuum pump is an exclusive "booster" attachment which assures an adequate and even supply of fuel to the motor.

#### "Cushioned" Power.

Vibration in both cars is greatly minimized through elaboration of the patented "Super-Six" principle. A "cushioned" flow of power from the motor is obtained through Lancaster-type dampener and a clutch which uses a series of small spiral springs. An uninterrupted roller moves the entire surface of the crankshaft and connecting rod bearings is obtained through a newly adopted bearing design for both.

In addition to vital engine changes, 140 improvements in both lines include a multiple of refinements, one of which being an electrically controlled oil and gasoline indicator gauge on the instrument board panel. The body developments are thorough-going from

sound-cushioning insulation to distinctive hardware finished in chased silver, the motif being the pine cone in standard Hudson and Essex models and wild rose in special Hudsons. Upholstery in all models is of the finest quality—broadcloth and mohair in the Hudsons, mohair and velour in the Essex cars.

A special, exclusive and patented composition, impervious to water, is used for lining the four wheel brakes. Brake action is exceptionally positive but without grabbing. Hydraulic shock absorbers are on all models of both lines.

The Hudson hood is made higher and wider, the radiator shell, lamps, cowl lamp band and other bright work are chromium plated. Radiator shutters are standard on all models of the Hudson and Essex lines. The Essex Challenger radiator has been heightened, widened and lengthened, and the radiator and hood are slightly peaked. Radiator caps are snug setting and faceted in semi-modernistic design to match the hub caps.

The wheels are sturdy ten-spoked wood with a bold assurance of unusual strength. Right fender wells are standard, and on the Greater Hudson, all visible chassis parts are lacquered in the dominant body color. In all places the construction allows advantageous use of stream line mouldings that sweep back from the radiator. The mass effect of each body style has been freely carried out by the designers.

#### Seven Pig Litter Makes New Record

COLLEGE STATION, Texas, Dec. 26—A new world's record in hog production has been established by A. T. Quicksall, of Ames, Coryell County, with a seven pig litter of registered Poland China hogs that in 180 days were brought to an average weight of 390 4-7 lbs. E. R. Eudaly, swine specialist of the Extension Service, A. & M. College of Texas, has announced, as the result of the recent weight was held by a Kentuckian with litter averaging 360 pounds.

Mr. Quicksall's litter, entered in the Texas Ten Litter Contest conducted by the Extension Service in cooperation with The Progressive Farmer, of Dallas, was handled under the supervision of the Coryell County agent, E. T. Nagle. Feed used was the protein supplement ration of the A. & M. College of Texas in combination with four parts of corn meal and one part of finely ground barley and enough milk to wet the feed. The litter was also grazed on Sudan pasture. Cost of production was 7.6 cents a pound. Weight of the heaviest pig in the litter was 420 pounds and the lightest weighed 366 lbs.

Texas has held several previous world's records in hog production. Mr. Eudaly has pointed out. In

### FRECKLES AND HIS FRIENDS



1928, Vick Hill, of McLennan county working under Mr. Eudaly who was then a county agent, set a new record for highest total weight with a litter weighing 3898 pounds. This record was smashed in 1924 by another Texas litter, fed by E. F. Laird, of Amarillo, only to be taken away by Illinois in 1925. The world's record for highest average weight litter was also held during 1921 and 1924 by a Texas, with a litter averaging 332 pounds each. Kentucky broke this record in 1925 with a litter averaging 366 pounds which held until this year when Texas regained the lead.

#### LAUDS MAIL PILOTS

WASHINGTON. — Nine army airmen who handled the presidential air mail between Chicago and Brule, Wis., last summer, have been complimented by Assistant Secretary of War F. Trubee Davison for their efficient work.

The presidential mail went by airplane 175 times during Mr. Coolidge's vacation, an aggregate of 73,500 miles, and although one-third of the flights were made in "extremely poor" weather, the mail was late only once and but three flights were cancelled.

Major H. H. Arnold commanded the Presidential Air Mail Mission. His pilots were Lieuts. Charles T. Skow, Charles C. Coppin, Donald E. Broughton, Robert E. Pirtle, J. H. Atkinson, Lee P. Dunham, H. E. Rice and Lloyd C. Blackburn. In a letter to Arnold, Davison said the result of the Air Mail Mission were "of credit to all concerned."

### With HOOVER Latin America

BY RODNEY DUTCHER  
NEA Service Writer with Herbert Hoover  
(Copyright, 1928, NEA Service, Inc.)  
AMAPALA, Honduras (By mail)  
—It is the fate of Honduras to become more and more "Americanized." Her mineral resources remain undeveloped and American capital probably will enter there. She hopes for more port, railroad and steamship development and more automobiles and highways — American capital again.

Honduras manufactures only some of the necessities of life. Other necessities and all so-called luxuries she imports. Most of her imports are manufactured goods. If her present progressive tendencies toward economic improvement continue, the demand for them will greatly increase.

appeared to be an impartially for the New York and from the world in the w... In the Venecia wharf photography... the Amapala newspaper... President... wall. Beneath... photographs of the... Am... day... States, and beauties.

Even in Amapala, perhaps most primitive of the villages visited by Hoover, there were indications of tent to which American enterprise has invaded. At Tegucigalpa, the evidences are far pronounced. The native men are barefoot and their skinny, but the native large numbers were purely American from North Carolina. full of pretty girls, the men from



# 76 IMPROVEMENTS

# ESSEX THE CHALLENGER NOW READY and bids 1,000,000 Super-Six Owners to pit it against all that motordom has to offer.....

24% Greater power — Over 70 miles an hour — Hydraulic shock absorbers all around — Effective double action four-wheel brakes, the efficiency of which is not affected by water or mud and which permit positive car control by the slightest foot pressure — Larger, roomier bodies — Seats easily adjustable to comfortable driving position — Electric gas and oil gauge — Instant starting regardless of weather — New radiator, with shutters, of course — All bright parts chromium-plated — New easier steering — Greater economy in fuel and oil.

IN FAST GET-AWAY—no car is expected. IN SPEED—anything the road offers up to 70 miles an hour. IN HILL CLIMBING—against any car you choose. IN APPEARANCE—match it for smartness with costlier cars. IN EASE OF DRIVING—note smoothness of motor—ease of steering—roadability and effectiveness of brakes. IN ENDURANCE—60 miles an hour all day long is well within its range.

One million owners know the special advantages of the Super-Six. They are best qualified to compare the Essex the Challenger. To them we offer first opportunity to test the most powerful, the largest, roomiest, smoothest, easiest riding—most complete Essex ever built. But all motordom must be astounded that even with seventy-six notable improvements, the price is the lowest in Essex history—a price but little above the lowest-priced car on the market.

# \$695

and up at factory

Coach	695	Standard Sedan	795
2-Pass. Coupe	695	Town Sedan	850
Phaeton	695	Roadster	850
Coupe (with rumble seat)	725	Convertible Coupe	895

Standard Equipment Includes: 4 hydraulic shock absorbers—electric gas and oil gauge—radiator shutters—mudflap wiper—rear view mirror—steering wheel—controls on steering wheel—starter on dash—all bright parts chromium-plated.

## A BIG FINE SUPER-SIX SUPER-SIX MOTORS COMPANY

South Seaman Street

Eastland, Texas

Phone 635

# LUMPKIN'S NEW SYMPHONY COURSE MAY GIVE A NEW ANTHEM

Orchestra in Five Major Cities Rendered "America" on December 20.

By EARL H. LEIF  
United Press Staff Correspondent  
SAN FRANCISCO.—America's long search for an appropriate national anthem may have reached a successful conclusion in the belief of music critics here. Their attention was centered on the rendition in one night of Ernest Bloch's "America" by symphony orchestras in five major cities of the United States. The anthem comes as an apotheosis at the end of a symphony symbolizing the entire drama of the history of the country from the landing of the Pilgrims to the World War. Although Bloch had the symphony in mind since he first came to the United States as a Jewish emigrant in 1916, the anthem was composed one Sunday afternoon at his home here in San Francisco. The symphony was written over a period of two years. The score was submitted to "Musical America" in competition for a \$3,000 prize offered for the best patriotic symphony composed



A BIT OF REVENGE THAT WAS DELICIOUS.

by an American. A staff of eminent musicians adjudged "America" the finest of the 92 compositions offered. An "Epic Rhapsody" The verdict of the judges attracted considerable attention and several conductors read the score. They were so enthusiastic over the "epic rhapsody" that they interested other conductors in it and tonight it will be played simultaneously by symphony orchestras in Philadelphia, Chicago, Boston, New York and San Francisco, Seattle, Los Angeles, Portland, Ore., Cincinnati, Syracuse, Omaha, Cleveland, Rochester and Minneapolis will also render it during the season. Alfred Metz, conductor of the San Francisco symphony orchestra, hailed it as one of the out-

active 11 of the 13 nominees. Flora Bramley is in Henry Duffy's stock in Portland and Seattle. Ann Christy has done nothing of importance since the feminine lead for Harold Lloyd in "Speedy." Of the 11 survivors several are considerably ahead in the race for the achievement cup to be presented at the Wampas ball next February when Hollywood gathers to greet her 1929 baby stars, give the outgoing crop a big hand and above all, have a good time.

Six pictures have kept Audrey Ferris, the red-haired Warner Brothers player busy. After appearing with Irene Rich twice she was featured in two pictures, starred in another and was the lead in a current production. June Collyer had the leading feminine role in "Four Sons," and was co-starred with Conrad Nagel in "Playboy." She was featured in "Ma Gangster," and "Haugman's Home," then Fox decided to star her in "Woman Wise."

Lina Basquette came ahead rapidly. She had one of the leads in "The Goddess Girl," Cecil B. DeMille's recent production. She played opposite Richard Barthelmess in "The Noose," and "The Wheel of Chance," the former made before she attained baby stardom, but released afterward, and was featured in "Show Folks" and "Celebrity."

Dorothy Gulliver has been cast in a fourth and last series of "The Collegians," with George Lewis Lator, Universal will star her in a talkie. She has played opposite Reginald Denny, worked in three series of Collegians—some before being named by Wampas—and was co-starred with Lewis in "Honey on Flats." Sue Carol has jumped from studio to studio. Douglas MacLean's "Soft Cushions," elevated her to baby stardom. Then she was featured in "Walking Back" and "Skyscraper" for Pathe, played opposite Lew Cody in "Beau Broadway" for Metro-Goldwyn-Mayer, and made "The Air Circus" and "Win That Girl" for Fox. "Chasing Through Europe" for Fox. Gwen Lee was cast in two Norma Shearer starring pictures and then was loaned to Fox for several vamp roles. Lupe Velez, who climbed to prominence through her remarkable performance opposite Douglas Fairbanks in "The Gaucho," has been borrowed by Paramount to co-star with Gary Cooper in "The Wolf Song." After "The Gaucho," she worked in "Sally and Deliver," and in "The Love Song," retitled "Masquerade," for D. W. Griffith. Alice Day has just completed "Times Square," a talkie. Her other appearances this year included the feminine lead in "The Smart Set," starring William Haines, "The Gorilla," and "The Way of the Strong." Molly O'Day has just returned to the First National lot after a long vacation taken to get down to the weight specified in her contract. She appeared in "The Little Shepherd of Kingdom Come," with Richard Barthelmess some months ago. Ruth Taylor, who made her first important appearance in "Gentlemen Prefer Blondes," which was on the screen what it was in book form, has been handicapped by illness. She was forced to turn down the role of the Canary in "The Canary Murder Case." She was co-starred with James Hall in "Just Married" previous to her illness and will start work soon on "Domestic Love." After "The Goodbye Kiss," Sally Eilers left Mack Sennett to free lance. She appeared in "Dry Martini," a Mary Astor starring vehicle, recently.

## Just Trying to Get Along



When the American League magnates met at Chicago recently, these three young managers spent a great deal of their time trying to arrange a few trades. Bucky Harris, of the Tigers, and Roger Peckinpaugh, of the Indians, did make one whereby George Uhle went to the Tigers for Jackie Tavener and Kenneth Holloway. Lena Blackburne,

## Did You Ever Stop To Think?

Edwin S. Friendly, business manager of the New York Sun says: That Archimedes, the great mathematician, once said: "Give me a lever and a place to stand and I will move the earth." The great lever in modern industrial and commercial America today is advertising. Advertising is the power that stimulates and moves production to high levels and sales to high peaks.

Wallace, tall and straight, walked into his office the other day chewing and puffing a black cigar. It was 10 a. m. "Yeah," he said, referring to a \$75,000 fire in which two rooming houses were partly destroyed, "it was a tough fire. Very smoky. And a smoky fire is worse than one full of flames. My men can see nothing. It is very disagreeable work for them." Wallace didn't say how dis-

agreeable it was to him. He is only of "his men." Speaking of the effects of fire on firemen, Wallace said: "Smoke is bound to get their bronchial tubes. Some get to me and complain. 'Here's my remedy,' he says. 'I tell them to hunt up a be legger the next day and they'll all right. Of course, when I ask me where to find one, I can't do that. 'I couldn't tell them if their lives depended on it.' Wallace is the only surviving member of the original 73 members of Cleveland's first fire department in 1869.

The talking moving pictures revealing quite a few of the Hollywood players as dumb in many ways than one. When President Coolidge talking about that summer house, he didn't, by any chance happen to mention Mississippi, he?

If you think that gold isn't commonly used as a welding material, you ought to visit the voice courts and observe the way it melts broken hearts.

### Murray Drug

Next Door to Post Office  
PHONE 107

### Janet Gaynor and Charles Farrell

In "STREET ANGEL"

Gaynor and Farrell... who could forget them as "Diane" and "Chico" in "Seventh Heaven." Now you'll see them in another delightful romance of youth, made by the directors of "Seventh Heaven."

He... a young artist who dreams of the golden tomorrow. She... a beautiful street waif who is his inspiration. Together they find heavenly bliss. But fate must play its hand, and days of darkness must come before the final rainbow.

ALSO BILLY DOOLEY COMEDY  
Time 1-3-5-7-9  
NOW SHOWING  
CONNELLEE

# Last 3 Days!

## Saturday is the Last Day of this Most Amazing Offer on the PHILCO AC Electric Radio!

This special offer will last only three days more! Read every word of it—then act at once! Send the coupon below or phone or call at our store.



### Yours on FREE TRIAL

Yes, FREE Trial in Your Own Home!

That's exactly what we mean! We will deliver the new Philco "Neutrodyne-Plus" Electric Radio for you to try in your own home free! We merely attach it to your light socket (you don't even need an aerial) and let you tune it in for yourself. If not delighted, we'll take the Philco back. No obligation—the trial is FREE!

### NEW RADIO DISCOVERY!

Neutrodyne, known in radio science to give the purest tone, now combined for the first time with super-power. The result: Perfect tone quality PLUS vast distance range and extraordinary selectivity—a combination new to radio—"Neutrodyne-Plus".

Philco brings in local and many distant stations without an aerial. Far distant stations even in the daytime. All-electric—entirely dry. Electric phonograph connection. Many other unusual features.

### Easy Payments

If you decide to keep the Philco after the free trial, you pay only a small payment down. The balance in easy monthly payments.

### Trade In Your Old Radio!

Yes, we will give you a fair and just allowance for your old, out-of-date radio set. Now you can own the ALL-ELECTRIC radio you've wished for, without taking a dead loss on your old set.

### Offer Positively Ends Saturday!

Please bear in mind that this remarkable offer positively ends at 5 P. M. on Saturday next. It has been made possible by special arrangements with the manufacturer, so don't delay!

Don't wait until the last minute when every one of the marvelous Philco Sets and Speakers may be gone. Telephone us or call at our store or send the coupon below for full details.

# TELEPHONE 94

## or Mail Coupon

That is all you need to do. Simply telephone us and we will send you full details of our special limited offer, with descriptive literature on the Philco Electric Radio and Philco Speakers. Absolutely no obligation. If you prefer, mail the coupon.

### EASTLAND MUSIC CO.

MRS. HILLYER, Manager  
"On the Square"

### FREE COUPON

GENTLEMEN—  
Please send me, free and without obligation, complete descriptive literature on the Philco Electric Radio and Philco Speakers, with prices and full details of your special limited offer.

## 11 of the 13 "Baby Stars" Make Good In Movie Realm

By DUANE HENNESSEY  
United Press Staff Correspondent.  
HOLLYWOOD.—When 13 budding film actresses are named baby stars by the Wampas—movie press agents' organization—their victory is only partially won and the 1928 crop proves it. Already a name or two has disappeared from the film lists, but for the most part the lucky 13 put in a busy year. Baby stardom furnishes the opportunity but means plenty of work for success. Lina Basquette, Sue Carol, Gwen Lee, Sally Eilers, Dorothy Gulliver, Molly O'Day, Lupe Velez, Audrey Ferris, June Collyer, Ruth Taylor and Alice Day remain the

## Where Hoover Promotes Trade



Scenes like these are being viewed by President-elect Hoover and his party on the good will tour of Latin America. Above is the National Congress building at Santiago, Chile. Below are llamas, beasts of burden in Peru for ages, that may be replaced by motor trucks and railroads as American exports expand in that direction.

## Cleveland Fire Chief 81 and Still Young

United Press Staff Correspondent  
CLEVELAND, O.—George A. Wallace, 81-year-old fire chief, is still young answering alarms and putting out fires. That's the only explanation one can give as they view the veteran hundreds of con-

## FASHION WELT

# ENNA JETTICK Health Shoe

### COMBINATION LAST \$6

Narrow Wide and Extra Wide

"A woman that have been obliged to wear shoes or take poorly fitted shoes." no longer be told that an "expensive" fool.

You'll Still Be Proud in Enna Jetticks

### Enna's Clothing