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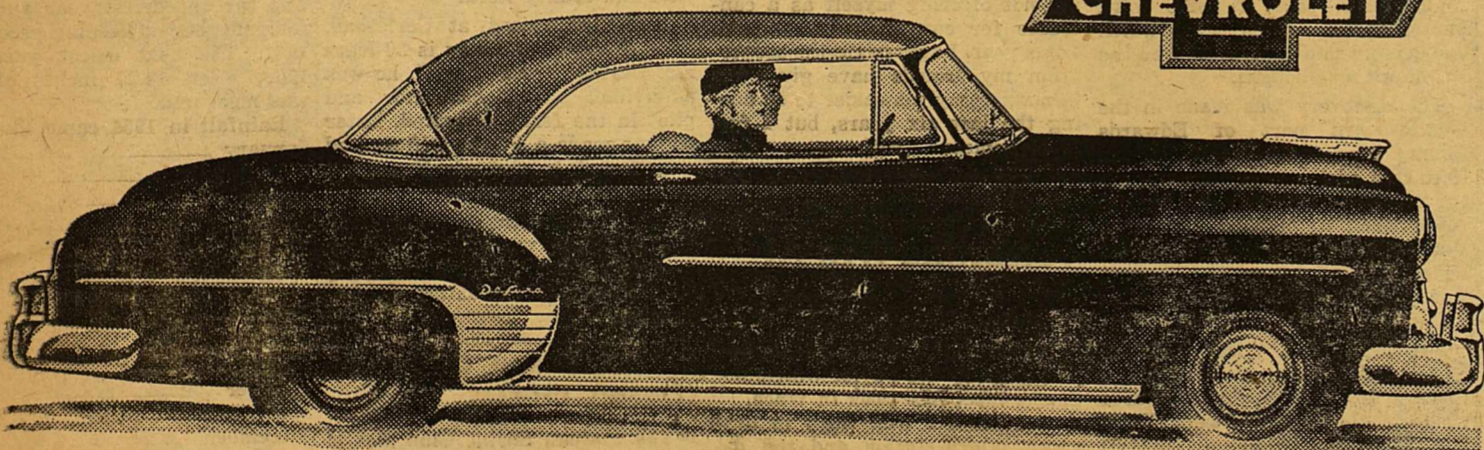
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West Texas Chamber Commerce Briefs Texas Solons On Tidelands

As spokesman for its 5,000 members in 132 counties the West Texas Chamber of Commerce has briefed the Texas congressional delegation on the positions it holds as to marginal tidelands, reorganization of the Internal Revenue Bureau and the proposed St. Lawrence Seaway.

Letters to the congressmen have reminded them of the positions taken on these matters in resolutions adopted by WTCC members in their annual convention in Amarillo last fall.

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The tidelands resolution re-affirmed the position long held by the organization. It is that title to the marginal tideland is rightfully and lawfully the property of the respective states and the Federal government has no right to such title. It notes that the WTCC has on numerous occasions voiced its objection to "expropriation" of the tideland under the Supreme Court's new legal doctrine of paramount rights. The organization is on record as "protesting the authority of the President of the United States, acting through his agent, the Secretary of the Interior, to expropriate the tidelands of the several states by executive order, since determination of the right and title to these tidelands is rightfully within the province of the Congress to determine, and cannot be done lawfully otherwise."

The Internal Revenue Bureau resolution urges that it be made an independent agency similar to the General Accounting Office; that its administrator be appointed for a period of 15 years; that employees be selected through Civil Service, and that more authority be given Internal Revenue bureau agents in settlements with taxpayers or disputed points.

Reasons for its opposition to construction of the St. Lawrence Seaway, as expressed in the WTCC resolution just sent the congressmen, include the following:

1. Construction of the seaway was urged for many years on the plea that it "would be the saviour of American farmers, who are now more prosperous than ever before with the seaway."
2. In 1941 it was "a win-the-war must. The war was won without it."
3. While the Seaway now is presented as "our salvation against Communism because 'it is the only surely safe route' to bring Labrador iron ore to supplement 'our diminishing reserves.' The House Public Works Committee has found that there is no danger of depletion of the American iron supply."
4. Testimony of operators of ocean-going ships flying the American flag states that only four per cent of these vessels could use the Seaway profitably. Testimony of government officials is that less than ten per cent of all American going vessels could use the waterway and this use could be only during seven months of the year when it would be ice-free and navigable.
5. Cost of the project is estimated at from \$750 million to \$1.5

billion, the greater part of which would be a further tax burden upon all Americans, including West Texans, while a very small portion of the country along the waterway itself would have a remote chance to gain from its construction.

Personal Notes

Major and Mrs. J. B. Adamson of Ft. Benning Georgia, are guests of his father, Col. J. M. Adamson and Mrs. Adamson.

Mr. and Mrs. Artie Joy spent the weekend in San Antonio on business.

Mrs. W. K. Regeon has been informed that her son, Pfc. Royce Rebeon, stationed at Fort Bliss has been selected for a nine months training course.

Jerrel Hardesty, son of Mr. and Mrs. L. C. Hardesty, and his guests Bob Pierce of Houston, were here over the weekend. They are stationed at Cabness Naval Air Station in Corpus Christi.

Mr. and Mrs. E. E. Johnson has as their guests over the weekend, their son Earl, and Billy Wilson and Willie Sturch. They are stationed at the Naval Air Base in Corpus Christi.

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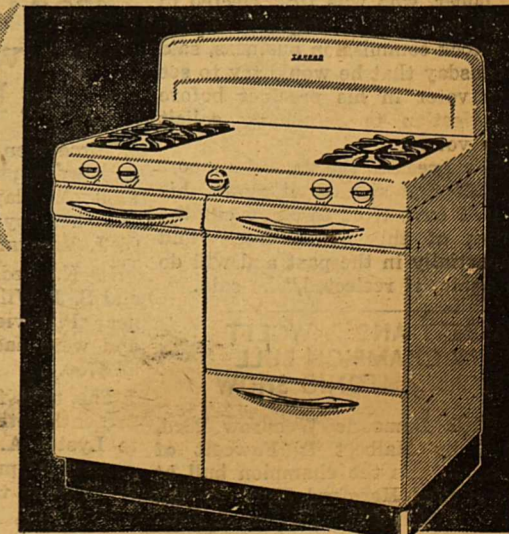
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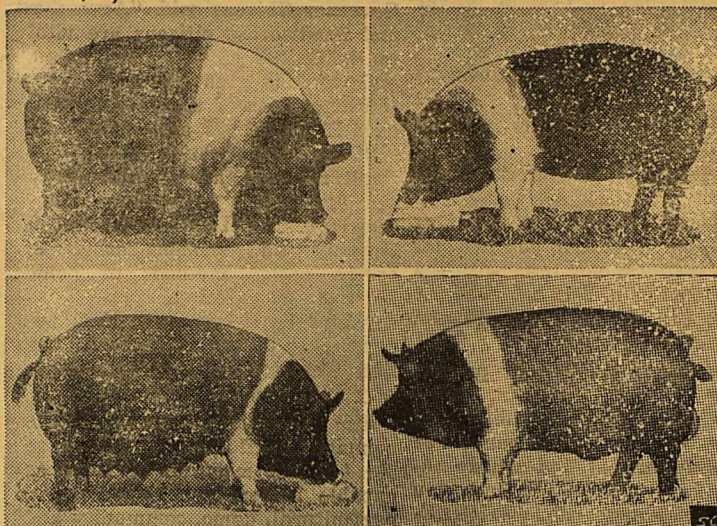
TAPPAN-BUILT . . . your assurance of highest quality and greatest service during the cooking-happy years to come.

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THIS TASTES GOOD IN TEXAS
 Escalloped Eggs Deluxe
 8 hard cooked eggs
 1 cup cooked peas
 6 tablespoons butter
 2 tablespoons flour
 1 1/2 cups milk
 3 eggs
 1/2 teaspoon salt
 1/8 teaspoon pepper
 Prepare a sauce using 4 table-

spoons of the butter, flour, milk, salt and pepper. Cool slightly. Butter baking dish and arrange peas in a layer on the bottom of the pan (6 cup size) with the sliced hard cooked eggs on top. Season each. Add the 4 raw eggs to the sauce and beat to combine thor-

\$5,000—New World Record Sow



Pictured above: Lochinvar Lill (upper left), Bit-O-Honey (upper right), Mischief Audrey Honey (lower left) and The Executive (lower right).

Lochinvar Lill, a 900 pound Hampshire sow, set a new world record recently when she was purchased for \$5,000 by P. L. Benshoof & Son of Fairacres Farm, Webster City, Iowa. The "Queen of the Hampshires" was 1951 Illinois Grand Champion sow and 1951 All American Senior Yearling sow. She was purchased at Mullady Farms, Elgin, Ill. The previous record was \$4,000 in 1918.

Fairacres Farm also purchased on Jan. 25, 1952, from Model Farms, Mundelein, Ill., Bit-O-Honey, All American Junior Gilt, 1951; Mischief Audrey Honey, first Junior Yearling, Illinois State Fair,

1951, and Reserve Grand Champion All American Junior Yearling sow, 1951. The Executive, \$3,000 Nebraska State Champion and Sire of Champions, is Fairacres' leading herd sire.

P. L. Benshoof who, with his son, Paul, a sophomore at Iowa State College, operates 772 acres, said, "Our program is to build the greatest herd of Hampshires the breed has ever known. We and Maurice Weitz, our herdsman, feel we have taken a major step with the acquisition of Lochinvar Lill, Bit-O-Honey, and Mischief Audrey Honey."

ANGELO SHOW SLATES OVER 1900 ENTRIES

With livestock entries still being tabulated for the San Angelo Fat Stock Show, over 1900 entries have been tabulated for showing in six departments. The San Angelo Fat Stock Show & Rodeo will be held February 28, 29 and March 1, 2, 1952.

In the two shows, 1,662 head of livestock are entered in the Boys' Show and 255 head of livestock in the men's division. The 1952 show is expected to top last year's record of 2,196 livestock entries. More than \$20,000 will be given in premium to the prize winning livestock.

Judges for the 1952 show will include: H. A. Fitzhugh of San Antonio, Boys' Baby Beef Show; Edward N. Wentworth of Chicago, Fat Lambs; L. M. Hargrave of Lubbock, Fat Pigs; Ellis Owens of Sheffield, Rambouillet Sheep; Miles Pierre of Ozona, Boys' Breeding Sheep Show; J. A. Gray of San Angelo, Delaines and Corriedale Sheep; Dr. W. G. Hammlade of College Station, Hampshire, Suffolk, Southdown and Shropshire Sheep; Bud Thurber of Wichita Falls, Hereford Cattle; and J. K. Riggs of College Station, Aberdeen-Angus and Brahman Breeding Cattle.

The FFA and 4-H and junior college livestock judging contests judges will be W. H. Smith of College Station, W. I. Marshall of San Angelo and A. L. Tiner of Big Spring.

During the four days, the rodeo, staged by Gene Antry and Associates, Everett Colborn, producer, will hold a performance each day at 2:15 p. m.

Two new Chevrolets will be given away during the Fat Stock Show. Registration for the drawing may be made at the Fairgrounds gate. Free acts, the Don Franklin Shows and other attraction will be staged at this 19th annual event.

Mr. and Mrs. M. H. Burch had as their guests over the weekend their daughter and family, Mr. and Mrs. A. A. Claxton of Big Spring.

oughly. Pour over the eggs. Bake in a slow oven, 325 Deg. F., until firm about 45 to 60 minutes. Let stand in the pan for several minutes before unmolding. Garnish and serve hot with or without sauce. A well seasoned white sauce to which 1/2 cup chopped, blanched almonds is added may be served with the dish. An attractive effect may be secured by placing the center slices of the eggs around the outside of the dish. Use other vegetables if desired.

George Barrow was in Dallas this week on business.

MAN OR WOMAN to take over route of established customers, in Sonora. Full or part time. Weekly profits of \$45.00 or more at start possible. No car or other investments necessary. We will help you get started. Write C. R. Ruble,

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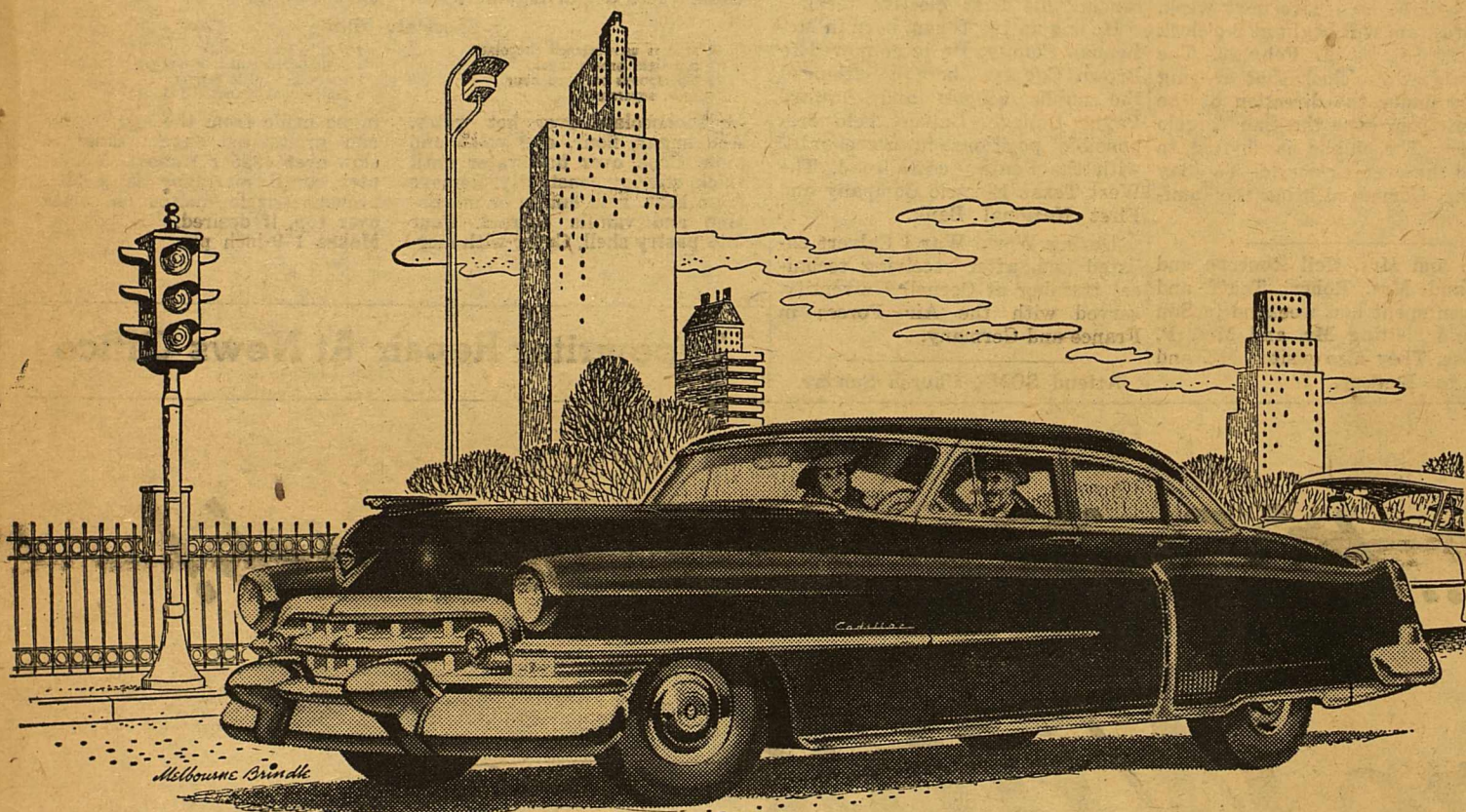
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No Place for a Heavy Foot!

You'd find it out, in a mile or so, even if we failed to tell you. But we think it's best if we tell you now—

—you must treat the accelerator with special respect when you drive the Golden Anniversary Cadillac!

Down under the hood of this gorgeous car is the most powerful engine ever used in standard American production.

So take it easy—wherever you drive.

Don't use that power to bolt away when the light turns green—and other cars have their ways to make in the traffic lanes beside you. And never use it for unnecessary speed, or for dominating the highway.

Use it, instead, for the thing it was put there for—

—use it to give you that easy, floating, comforting ride which can come only when your engine is "loafing," and most of its power is in luxurious reserve—

—use it to give you that "shot ahead" when an opening shows in the traffic line—or when your safety calls for a blast of power—

—use it for a thrilling sense of mastery over car and time and space—

—use it, in short, for happiness and luxury—and for adding satisfaction to every mile you drive.

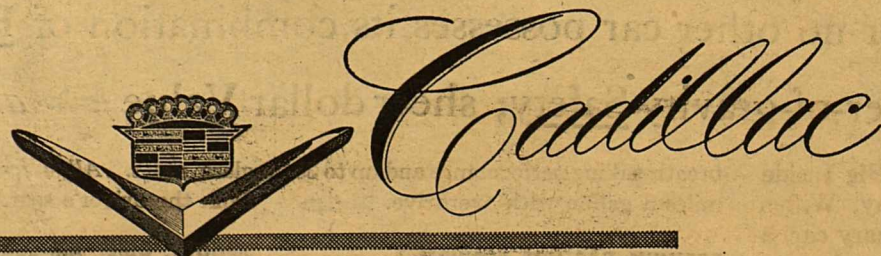
As you would expect, this amazing performance is but one of the wonderful virtues that have been added to the Golden Anniversary Cadillac.

There is marvelous new beauty—inside and outside. There is a wholly new type of power steering—available as optional equipment at extra cost. And there are literally scores of refinements and improvements of vital importance.

For its "year of years," Cadillac has certainly built its "car of cars."

Come in and see it—whether you feel you are ready for a Cadillac or not. It's an inspiration to inspect it—and an experience to drive it.

But if you do drive it, please remember—it's no place for a heavy foot!



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Living costs have gone 'way up. The cost of materials, fuel, manpower and everything else needed to provide your electric service has gone 'way up, too. But your rates have stayed low. Your electric service is still the biggest bargain in the family budget!

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TEXAS OBSERVES BROTHERHOOD WEEK—Governor Allan Shivers, right, presents to R. E. (Bob) Smith of Houston a copy of the official proclamation designating February 17-24 as Brotherhood Week in Texas in 1962. Smith is a member of the national board of the National Conference of Christians and Jews which for 24 years has been carrying on an educational program for civic understanding and cooperation between Protestants, Catholics, and Jews. Smith is also national vice chairman for the Southwestern division of the Conference. He has recently received recognition in a national magazine for his efforts to improve Latin American relations through his work with the Texas Council on Human Relations. Governor Shivers is honorary chairman for Texas of the annual Brotherhood Week celebration.

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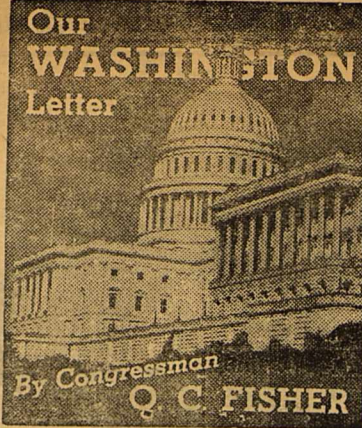
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TEXAS, AND THE NATION— for that matter—will be a bit worse off as a result of the decision of Rep. Tom Pickett of Palestine not to seek reelection this year.

In the tug of war that goes on year-after-year up here, the courage and sound judgment of men like Pickett are recognized and appreciated. There is a natural tendency among a few Members to court the favor of Party Leadership in order to get more patronage rights, more publicity, more petty favors. They are whipped into line.

Actually, the vast majority of southern members buck that pressure and put the welfare of the country first. That has certainly been true in the case of Mr. Pickett. And during his eight years in Congress the folks in his district never wavered in their support when attempts were made to defeat him.

THE WOOL OUTLOOK was considered at a meeting called by Senator O'Mahoney of Wyoming last week. With all segments of the industry represented, the causes of the present stagnant domestic wool market was explored. Among others in attendance were Fred Earwood of Sonora and Ernest Williams of San Angelo. Gene Ackerman of the Wool Bureau, Byron Wilson of the Wool Council; Wm. H. Steiwer, President and Casey Jones, Secretary, of the National Wool Growers Association, were there. Many others representing growers, mills, top-makers, etc., were included, and there were a dozen Senators and a half dozen Members of the House on hand.

Recognizing a market slump of several months' duration, the causes pointed to included:

1. Abnormally high "dumping" of Argentine and Uruguay wool tops into the U. S. Market in recent months.
2. Continuing imports of Australian and New Zealand wools at lower prices.
3. Reduced consumer demand in this country due to the excessive "scare" buying of clothing following of the war in Korea, and the buyer resistance that followed.
4. Reduced procurement orders for military purposes.

Of these contributing causes to the price slump, the damaging was believed to be the excessive imports from South America. The Argentine government in its craving for American dollars has been, in effect, subsidizing their top-makers who sold their products in the U. S. A. Wool tops, which mean raw wool after it has been initially processed, can be sold at prices lower than the raw wool can be sold for by Argentine and Uruguayan growers. Yet, in this country it costs about 48¢ per pound to manufacture wool tops.

In other words, the same importer will buy Argentine wool at \$1.43 per pound when tops made the same wool can be imported for \$1.42 per pound.

POSSIBLE REMEDIES that were suggested included a realistic "anti-dumping" law, whereby countervailing duties would be imposed to compensate for such subsidizing by foreign governments.

Another suggestion was the President impose a quota program, something like he did in the case of long staple cotton, wheat, etc. Chances for this form of relief are admittedly remote.

Early announcement of military orders to meet foreseeable needs was suggested.

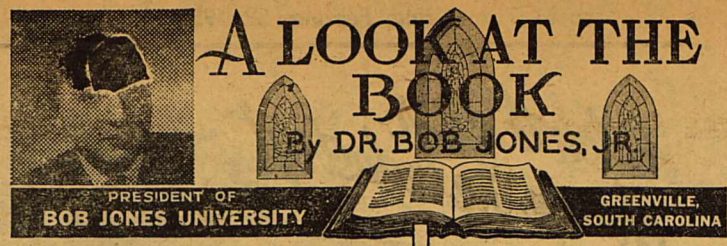
The growers recommended a program by the Department of Agriculture whereby growers could obtain loans of 90% of parity on current production, to meet the present emergency. This was preferred over the purchase method used in past years. The Secretary of Agriculture is expected to announce a decision on this within the next month.

AMONG RECENT VISITORS to our office have been Capt. J. B. Dismukes of Kerrville, A. Shronrock of San Angelo, Br. Gen T. R. Rampy of Winters, Mr. and Mrs. Bob Williams of San Angelo, J. Edw. Johnson of Dallas and Brownwood; C. C. Woodson and Ondell Mayes of Brownwood; Fred Lindall of San Angelo; Vester Hughes Jr., of Mertzon, now a senior law student Harvard; Dr. Andy Edington, President of Srreiner Institute.

General Rampy, an expert on economy and efficiency, is now Auditor-General of the Air Forces. Texas and the whole nation can be proud of the work he is doing.

Mr. and Mrs. Carl Price and daughter, Dona, of San Antonio were guests of her parents, Mr. and Mrs. E. T. Smith, over the weekend.

Attend SOME Church Sunday.



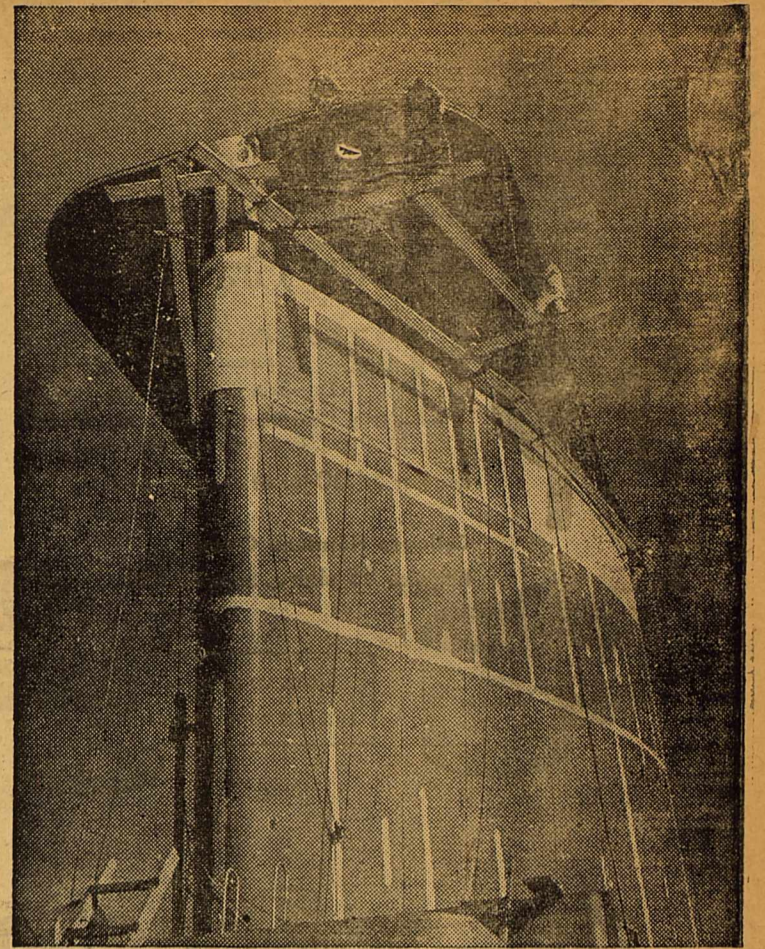
Self-satisfaction is the great enemy of achievement. A man who feels he has "arrived" has nothing more to live for. Indeed, there is nothing which can so limit a life and reduce it to a dull plane of uselessness as can a feeling of self-complacency; but the worst type of self-satisfaction is not that which men feel when they have reached the peak in business or politics but that which is felt by some in regard to their religious experience. No man can ever sound the depth of the wisdom and knowledge of God. Yet there are some who, when they come into a certain amount of truth, feel that they have discovered the whole. There are some who, when they have overcome, by the grace of God, certain sins and habits of their lives, feel that they have well nigh reached perfection. As a matter of fact, the greater the feeling of self-contentment, the lesser the signs of fulness of grace.

Paul never felt that he had attained into an ideal state of life in that he had sounded the depths and heights of the mysteries of God in His Word. He makes it very plain that he felt a constant state of dissatisfaction with himself when he says in the third chapter of Philippians, the thirteenth verse, "I count not myself to have apprehended." What a pity that some Christian people do not echo the sentence of St. Paul. Not feeling satisfied, this remarkable man constantly was seeking to press forward. Had anyone ever had

grounds for religious self-satisfaction, it certainly would have been Paul. Yet he to whom the Holy Spirit had revealed so much Truth and whom God had so greatly used was continually seeking newer experiences and fuller insight into God's Truth.

This feeling of having "attained" is one of the things which make for division among God's people. Having come into what they believe is the truth of some matter of Scriptural interpretation, they do not wish further enlightenment; and if they read the Word of God, it is not to acquire broader horizons but rather to add further proof to the opinion of interpretation which they have already found completely satisfying and, it must be admitted, the satisfaction is oftentimes one of the ego rather than one of the heart and soul. Paul admonishes such as these when he says, "Whereto we have already attained, let us walk by the same rule, let us mind the same thing" (Philippians 3:16). The rule by which he walked is very clear. It was this: "Forgetting those things which are behind, and reaching forth unto those things which are before, I press toward the mark for the prize of the high calling of God in Christ Jesus" (Philippians 3:13-14). Only those who are thus minded can claim to follow in the footsteps of St. Paul; and being thus minded with him and incessantly seeking new heights, we find that with Paul we truly walk in the light.

Largest Stacks In World Get a Grooming



Painters working 175 feet above the keel of the new superliner United States looked dwarfed by one of the two giant stacks which are 60 feet long and 55 feet high. The "sampan" top which serves to deflect exhaust up and away from the sun and sports decks is a distinctive feature of both the United States and the America, present flagship of the United States Lines. The stacks are made entirely of aluminum and sections are held together by 65,000 aluminum rivets. The 990 foot liner, the largest ever built in America and the most modern passenger ship in the world, will compete in speed with the fastest foreign flagships now in service. More than 85% complete, the United States, being built at the Newport News (Va.) Shipbuilding and Dry Dock Company yard, will make her maiden voyage from New York to Havre and Southampton July 3 in the United States Lines' transatlantic service.

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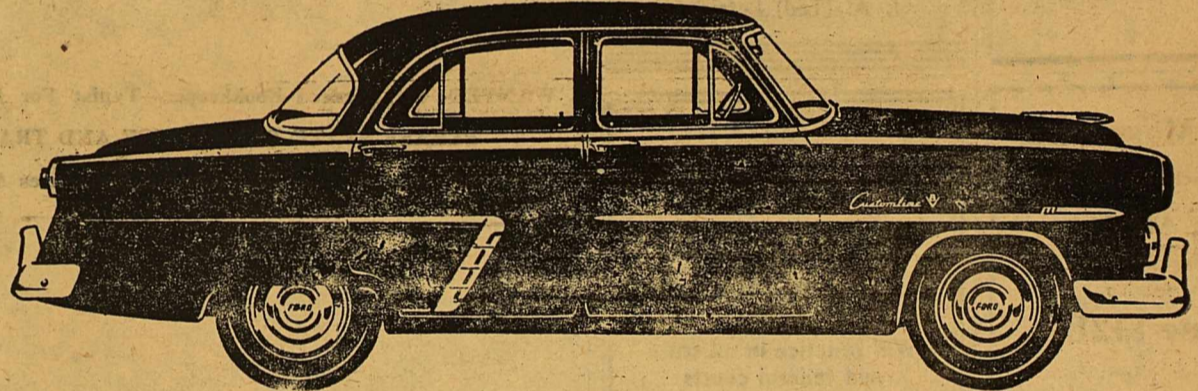
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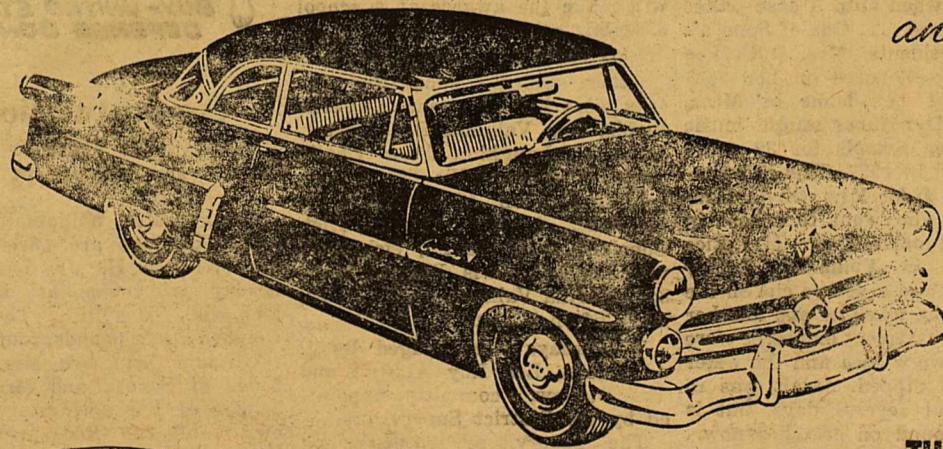


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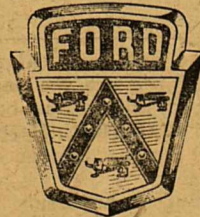
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