



# STOP! THINK! GO! HEAR!

## REV. TRIGG A.M. THOMAS, D. D.

The Noted Evangelist of Kansas City, Mo.

### A BIG REVIVAL MEETING

Corner of Plum and Fourth Streets, PECOS

Begins Sept. 12th and Closes Sept. 26th, 1920

Red-Blooded  
Manly Man  
Magnetic  
Speaker  
Tireless  
Worker



A Man of  
Prayer Brings  
Messages for  
Today--Grips  
Hearts and  
Lives for  
Christ

YOU WILL BE GREATLY BENEFITED BY HEARING DR.  
THOMAS' WONDERFUL AND INSPIRING MESSAGES

### A GREAT CHORUS

Under Direction of Mr. W.G. Waltermire of Birmingham, Ala.

People of Pecos and Reeves County, This is Your Meeting  
Everybody Invited to Pray and Urged to Come

Sunday Mornings 11 o'clock — Each Night at 7:30

**ALPINE SHELTER**

It is a well known fact that West Texas is highly mineralized as is proven by several real mines in this part of the state, most of them having produced at least many millions in value. Many West Texans could not foresee just why a smelting plant should be built at Alpine, at the junction of the K. C. M. & O. and the S. P. railroads. At this time the Metal Producers Association of Texas, which is now completing their smelter, and will soon be in the market for Texas commercial ores, are being commended for their foresight in selecting the city of Alpine as the best location for their first unit of their smelting system.

We are informed that the K. C. M. & O. railway company will be made a loan of \$2,500,000 for immediate extensions and improvements of their line and they will no doubt complete their line from Alpine to the Mexican border. The Orient will within a short time be running through trains across Mexico to Topolabampo, their deep water port on the Pacific coast.—Alpine Avalanche.

**DEPLORABLE ACCIDENT**

During the roping at Hope last Friday one of the ropers, Charles Weir, of Monument, was seriously and it was at first thought fatally injured by his horse falling on him. Weir had roped his animal and in some manner the loop was drawn around the horse's foot, throwing the horse to the ground and causing him to roll entirely over Mr. Weir. Physicians were summoned at once and the injured man was taken to a nearby house. Later, physicians from Carlsbad and Roswell were called in consultation. Mr. Weir remained unconscious until yesterday, when he began to improve and hopes are now entertained of his complete recovery. His brother, Bert, was wired and came in Monday from Kansas City and is with the sick man at this time. Many friends from all over the country are anxiously waiting for news from this widely known and popular cowboy.—Carlsbad Current.

**25 MORE WELLS TO BE PUT DOWN IN LOVING COUNTY**

Mr. J. Van Clark, general manager of the Federal Service and Development Systems, Inc., of Minneapolis, arrived here Monday of this week and visited the Enterprise office. He is accompanied by O. A. Hendricks of Cambridge, Minn., and J. W. Raymaker of Lindsay, Neb., directors of the above corporation.

The company has extensive acreage interests in Loving county and has contracted for twenty-five wells to be drilled to at least 1,000 feet on their holdings.

This is a producing organization and is now operating in southwest Texas, Kansas, Oklahoma and Louisiana. Unlimited capital to make extensive tests is claimed by the concern and the machinery and other equipment for the wells is expected here within thirty days. It is probable that the officers of the system will spend the entire week here looking over their holdings and investigating other operations in the Pecos field. This concern has no leases for sale and claim to be bona fide producers exclusively.

The Western Union Telegraph Company have established a private electric light plant in the small building in the rear of the Pecos hotel. It furnishes lights to the office of the company and to the Elite confectionery. The plant is a temporary one, as the company intends to establish an emergency system in the near future.



**AN IMPORTANT LETTER**

SAN ANTONIO, TEXAS.—"In my early married life I became very ill with feminine trouble and no doctoring or medicines gave me any relief until I started to take Doctor Pierce's Favorite Prescription. I was down in bed, unable to do my own housework, but it was only a short time before I was feeling stronger and all my pains left me. I took about six bottles of 'Favorite Prescription' and can say positively that it cured me of all feminine trouble for I have been in perfect health ever since. I take pleasure in recommending Dr. Pierce's Favorite Prescription to all women suffering with inward trouble."—MRS. ANNIE F. EDDIS, 224 Rogers Street.

All druggists. Liquid or tablets. Send 10 cents to Dr. Pierce's Invalids' Hotel in Buffalo, N. Y., for trial package of the tablets.

**BANKHEAD NATIONAL HIGHWAY CONVOY PASSED THRU PECOS**

The Bankhead National Highway Transcontinental Convoy ordered by the war department, to traverse the Bankhead National Highway from Washington to Los Angeles, a distance of 3,690 miles, arrived in Pecos after traveling a distance of over 2,500 miles, from Washington, D. C. The convoy consists of eighteen officers, and one hundred and sixty men, that have charge of seven touring cars, six motorcycles and forty-eight trucks. The convoy is fully equipped as if going to war; it has tents, cooking outfit, machine shops, food supplies, surgeons, dentist, sanitary officer, ambulance, lighting plant, etc. It is conducted on purely military tactics under the rules and regulations of the army.

The convoy is in command of Major Jno. F. Franklin, Jr., U. S. army officer of twenty-two years experience, and Mr. J. A. Rountree, field director of the United States Army convoy and director general of Bankhead National Highway.

1. The purpose of this convoy is to go over the Bankhead National Highway to make a careful survey of the same from a military point of view and making a recommendation in regard of the same to the war department.
2. For the purpose of educating the public toward a realization of the necessity for a national system of highways as one of the most important factors in the national defense.
3. To test out the several types of motorized vehicles and determining which type is best suited for the territory traversed.
4. For the purpose of demonstrating the feasibility of trucks handling soldier supplies and ammunition as well as for commercial use.
5. To collect data on the performance of solid and pneumatic tires.
6. For the purpose of determining the practicability of motor convoy control by the use of the wireless telegraphy.
7. For the purpose of recruiting personnel for motor transportation corps in particular.
8. For intensive training of field service for officers and enlisted men.
9. For the collection of road data, relative to the character of pavements, conditions, etc.
10. For the further development of a closer relationship with the public in order that they might be familiar with the various army activities.

The following composes the staff and party:

- Lieut. Col. John H. Franklin, commanding officer.
- Maj. Joseph E. Schillo, operations officer.
- Capt. Harry M. Thatcher, statistical officer.
- Maj. Percy James Carroll, surgeon.
- Capt. Hugh Miller, engineer officer.
- Capt. Charles Stalsburg, mess officer.
- Capt. W. T. Kilborn, Jr., (C.O.M.T.C. No 7, assistant operations officer.)
- Capt. J. H. Lind, assistant operating officer.

- First Lieut. Charles E. Curran, finance and supply officer.
- First Lieut. Elmer Henry Nicklies, dental surgeon.
- First Lieut. William E. Luse, sanitary officer.
- Second Lieut. John C. Wilson, pilot officer.
- Second Lieut. Kenneth H. Sanford, C. O. S. P. U. No. 330.

Mr. J. A. Rountree, field director U. S. Army Convoy, director general, Bankhead National Highway.

Mr. R. B. Burton, auto motor engineer, M. T. C.

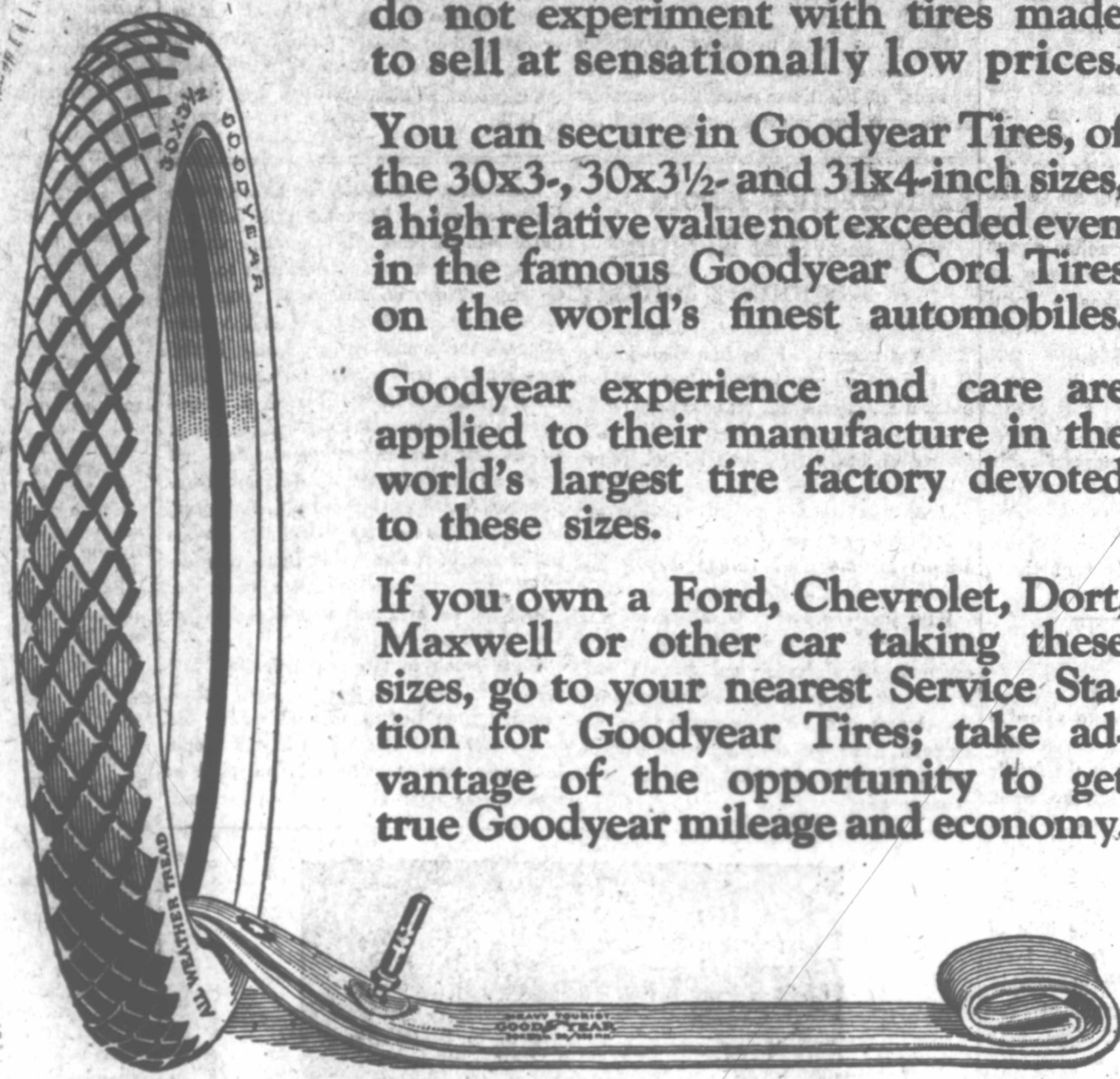
Director General Rountree states that the transcontinental tour has been successful in every way. It has aroused a wonderful amount of enthusiasm for the establishment of the Bankhead Highway and the building of permanent roads throughout the country. Mr. Rountree added that he had addressed over 250,000 people in over fifty cities and towns along the route and the people had showered attentions on the convoy, tendering dinners, barbecues, banquets, refreshments and dances. In many towns and cities committees in automobiles all the way from twenty-five to four hundred people would meet and escort the convoy through their respective counties. The trip has been a triumphant march. The convoy has been delayed making the schedule on account of broken bridges and muddy roads in Mississippi and Arkansas, with it all it has been a wonderful trip.

**COURT ORDERS RITTER HELD FOR GRAND JURY**

Dr. E. W. Ritter, held in the county jail on a charge of embezzling \$45,000 in funds of the Great Southern Sulphur Company, was held for the grand jury on \$10,000 bond, following the completion of a preliminary hearing before Justice Clark Wright Saturday afternoon. Dr. Ritter's preliminary hearing was opened several weeks ago, but was not completed. He was released on \$10,000 bond. Later he returned to the jail and surrendered himself voluntarily, asking that his bondsmen be released.

The session Saturday resulted only in the presentation of 13 checks by the state's attorney, totaling approximately \$10,000.—El Paso Herald.

**Ride Farther on Goodyear Tires in Your Small Car**



It is tire performance, not price, that decides what you really pay; hence, do not experiment with tires made to sell at sensationally low prices.

You can secure in Goodyear Tires, of the 30x3-, 30x3½- and 31x4-inch sizes, a high relative value not exceeded even in the famous Goodyear Cord Tires on the world's finest automobiles.

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If you own a Ford, Chevrolet, Dort, Maxwell or other car taking these sizes, go to your nearest Service Station for Goodyear Tires; take advantage of the opportunity to get true Goodyear mileage and economy.

30 x 3½ Goodyear Double-Cure Fabric, All-Weather Tread \$23.50  
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Goodyear Heavy Tourist Tubes cost no more than the price you are asked to pay for tubes of less merit—why risk costly casings when such sure protection is available? \$4.50  
30 x 3½ size in waterproof bag

**GOODYEAR**

**FINANCIAL REVIEW**

Prepared for The Enterprise by the First National Bank in St. Louis.

The preliminary figures of the foreign commerce of the United States in July are now available.

Our total exports for the month amounted to \$654,000,000 and our imports to \$537,000,000, leaving us with a favorable balance of \$117,000,000. This shows some improvement over the favorable balance of June, which amounted to \$78,000,000. It is, however, considerably below that of May, when our favorable balance totaled \$314,000,000. The July exports of this year were \$654,000,000, against \$631,000,000 in June of this year and \$570,000,000 in July, 1919. The value of the imports for the month was \$537,000,000, compared with \$553,000,000 in June, and 344,571,000 in July, 1919.

For the seven months of the present calendar year ending on July 31 the value of merchandise imported into the United States totaled \$3,482,000,000, compared with \$2,663,092,000 for the same period of 1919, and with \$1,693,812,000 for the same months of 1918. During the same seven months of this year the merchandise exported was valued at \$4,902,000,000, against \$4,618,327,000 for the same period of last year, and \$3,481,694,000 in 1918. Hence our favorable balance for the period of this year was \$1,420,000,000, against \$2,663,092,000 last year and \$1,693,812,000 in 1918.

Our July exports proved to be somewhat larger than was generally anticipated. While exports to Europe are gradually decreasing, our total exports are not showing the same proportion of decrease, owing to the fact that the movement of trade to other continents is increasing somewhat, thus offsetting to some extent the loss occurring in our European trade.

**Habitual Constipation Cured in 14 to 21 Days**  
"LAX-FOS WITH PEP-SIN" is a specially-prepared Syrup Tonic-Laxative for Habitual Constipation. It relieves promptly but should be taken regularly for 14 to 21 days to induce regular action. It Stimulates and Regulates. Very Pleasant to Take. 60c per bottle.

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CONSULTING CIVIL ENGINEER  
AND ARCHITECT

**WHY FREIGHT CARS ARE SCARCE NOW**

Persons and concerns engaged in the various kinds of construction work find themselves confronted with heavy losses, or even ruin, because they cannot get enough cars in which to ship sand, gravel, cement and other materials necessary for carrying on their business, according to Samuel O. Dunn, editor Railway Age, in the August issue of Successful Methods. The immediate cause, he writes, is an order issued by the Interstate Commerce Commission to the railways to give priority in the use of open top cars to the transportation of coal. As is well known, this order was issued at the solicitation, not only of the coal shippers, but also of the railways.

It is not unnatural that those engaged in construction work should criticize the policy adopted. There is need for the construction of thousands of buildings for business and housing purposes, and of thousands of miles of good roads. What, then, are the reasons for the transportation policy adopted, and how can it be justified?

The writer holds no brief for the coal shippers. For years they have been as unreasonable and unfair in their attitude and utterances regarding railway matters as any other class of shippers in the United States. But the transportation situation must be considered in its relation to the welfare of the nation as a whole.

The most outstanding fact of that situation is the inability of the railroads to handle all the business offered to them. This condition is partly due to the "out-law" railroad strikes which began late in March and have continued periodically ever since. But the effects produced by the strikes, while serious, are less serious than might have been expected. In every week since they began, except two in April the railroads have moved more freight than in the corresponding week of last year. In the four weeks ended June 26, they moved 3,405,500 loaded cars, as compared with 3,237,406 in 1919. In the first six months of 1920 they moved more freight than ever before in the corresponding six months except in 1917 and 1918. With respect to bituminous coal, up to June 26 they had moved 41,313,000 tons more than in the same months of 1919, and more than in the corresponding period of any year except 1917 and 1918.

Why, then, are industries of many kinds being forced to curtail their operations, or even close down, because they cannot get enough cars? The condition is due to the fact that, during a long period of years, and especially during the last six years, the productive capacity of the other industries of the country has increased much more in proportion than the transportation capacity of the railroads. Why, in particular, is it necessary to give priority to the transportation of coal? This is partly due to the effects of the coal mine strike, which prevailed almost throughout the months of November and December, 1919, and, as a result of which the country entered 1920 with its stored supplies greatly depleted. It is even more due to the fact that the demands of the country's industry and people for coal, and the capacity of the mines to produce it, have been for years increased more than the capacity of the railways for transporting it.

In the minds of the railway officers who have studied the conditions there is no doubt that there is at present a serious shortage of coal, and the danger of a much greater shortage next winter, especially in the Northwest. They believe that unless every effort is made to transport coal many industries will not have enough of it to operate next winter, and many families will not be able to keep warm. They believe that, as between moving materials with which to build roads and buildings for use next year and in future years, and moving coal imperatively needed for this year, they have only one choice. Hence, their agreement with those who favor the drastic policy of giving coal priority.

There is one feature of this priority policy regarding which I believe industries that are being deprived of transportation by it have just ground for bitter complaint. It results in giving priority to coal, whether it is to be used for essential purpose of keeping people warm and keeping essential industries running, or is to be used in non-essential industries, such as moving picture shows, piano manufactories, and so on. Certainly, the country needs the transportation of material for building houses and roads much more than it needs the transportation of coal to keep movie shows or piano manufactories going, and if there is at present any power in the government to shut off the movement of coal to non-essential industries and thereby make available more cars for the construction industry, that power ought to be exercised. The railroads, however, have no legal authority to discriminate between essential and non-essential users of coal, and I do not think even the Interstate Commerce Commission has.

The question naturally arises as to why the productive capacity of the industries of the country has increased so much more than the transportation capacity of the railroads. There is no mystery about it. When the state and national railroad commission began making arbitrary and drastic reductions in railway rates and earnings in 1906 and 1907, the public was warned that this policy would reduce the ability of the railways to provide facilities, and if persisted in, would cause national

disaster. In 1910 the railroads asked for general advances in rates because of increasing expenses. They were denied. They again asked for general advances in 1914. Most of these were denied, although the percentage of net return earned on railroad property investment had declined since 1910 from 5 3/4 to 4 per cent, and the annual investment made in railroad properties had declined from about \$300,000,000 a year to about \$400,000,000 a year. The eastern lines again asked for advances in rates in 1917. They were given only one-half of what they asked for although the annual investment in railroad facilities had dropped in 1915 and 1916 to less than \$300,000,000 a year. Finally, at the beginning of 1918, government operation of railways was adopted. During the two years of government control the additions made to equipment and other facilities were even less than they were in the later years of private operation.

The country persisted for years in a policy which, it was daily, and almost hourly pointed out would have certain effects, and now many persons who supported this policy express astonishment and indignation because it has produced the effects they were told it would.

Shippers who really wished to help remedy the situation will load every car they can get to its maximum capacity, load and unload all cars as expeditiously as possible and indulge in a minimum clamor against the railway managements because they do not do things which conditions, for which they are not largely responsible, render it impossible for them to do. Ignorant and unjust attacks upon the railways in the past, many of them inspired by business men for purely selfish reasons, have been hurtful to transportation.—Industrial Record.

**PLANT SPINACH.**

Not many vegetables are better than spinach, and especially is spinach relished late in fall or early in winter when succulent foods are scarce. Spinach has a peculiar flavor that is very desirable. It is said that as a food it contributes constituents that make it almost indispensable in the diet.

It is a very easy matter to have plenty of spinach. It will require a small area of rich mellow land and enough moisture to keep it growing. The yield on good land is generally very large. Where one lives near a market there is money made in growing spinach. But whether or not one has a market it should be grown for home use.

Prepare the land now for spinach. Select a rich piece of land, if you have it. If not, apply barnyard manure to a sandy loam or loose mellow place and plow it deep. Harrow or drag to pulverize the clods and land well.

About the 1st to 15th of September is the time to plant, usually. But unless you have irrigation it will be necessary to wait till fall rains furnish moisture. Planting can be done as late as October and November 5 in many portions of Texas and Louisiana.

The seeds may be sown broadcast like turnips. If only a very small area is sown the seeds may be raked in with a garden rake. But if considerable area is planted a light harrow can be used.

Under favorable conditions spinach is soon ready for table use. It very seldom freezes out in winter, but generally stands the ordinary weather we have in the Southwest. When you have plenty of land available it is well to plant one patch in September and another in November. The late planting may stand better and be suitable for very early spring use, while the early patch could be used in late fall or early winter.—Farm and Ranch.

**SOME LEFT IN TEXAS.**

We saw him the other day, says the editor of one of our good farm papers. Yes—siree—saw him right here in Wisconsin too, and out in the pasture with a herd of fairly good looking cows. The meekest, scrawniest, runtiest, long leggest, wasp bellied, slab sided, bone headed, mongrellest, looking bull that ever ate grass. It actually doesn't seem possible that a four-legged coy could give birth to such an ornery looking piece of cowdom as that. And yet there it was, two years old. In size about equal to a yearling; in color, brindle, red and black; in shape more like a saw horse than a bull. A supposedly sane man farming to make money, and to raise and educate a family, was using him to get calves for dairy purposes. Think of it! In this enlightened age. No, he isn't the only one of his kind in the United States, but thank God his kind is rapidly disappearing from the farms in Wisconsin. There are lots of his kind in the United States; some may be of different color, but they are more or less of the same shape. Maybe when the Better Sires Campaign has run for a time throughout our land we will be practically free from such degenerates as this.—Wisconsin College of Agriculture.

State of Ohio, City of Toledo, Lucas County—ss.  
Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for any case of Catarrh that cannot be cured by the use of HALL'S CATARRH MEDICINE.  
FRANK J. CHENEY.  
Sworn to before me and subscribed in my presence, this 5th day of December, A. D. 1920.  
(Seal) A. W. Gleason, Notary Public.  
HALL'S CATARRH MEDICINE is taken internally and acts through the Blood on the Mucous Surfaces of the System. Druggists, The Testimonials Free.  
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