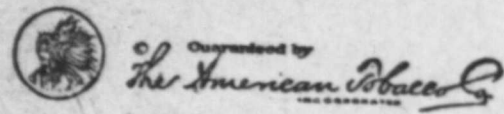






CIGARETTE

No cigarette has the same delicious flavor as Lucky Strike. Because Lucky Strike is the toasted cigarette.



THE COWBOY'S PRAYER

O Lord, I've never lived where churches grow, I love creation better as it stood That day you finished it so long ago, And looked upon your work and called it good. I know that others find you in the light That filters down through tinted window panes. And yet I seem to feel you near to-night In this dim, quiet, starlight on the plains. I thank you, Lord, that I am placed so well; That you have made my freedom so complete, That I am no slave of whistle, clock or bell, Or weakened prisoner of wall or street. Just let me live my life as I've begun, And give me work that's open to the sky; Make me a partner to the wind and sun, And I won't ask a life that's soft or high. Let me be easy on the man that's down; And make me square and generous with all; I'm careless sometimes, Lord, when I'm in town, But never let them say I'm mean or small. Make me as big and open as the plains, As honest as the horse between my knees, Clean as the wind that blows behind the rains. Free as the hawk that circles down the breeze. Forgive me, Lord, when I sometimes forget. You understand the seasons that are hid, You know the little things that gall and threaten, You know me better than my mother did. Just keep an eye on all that's done and said, Just right me sometimes when I turn aside, And guide me on the long, dim trail ahead That stretches upward toward the Great Divide. Charles B. Clark, Jr.

DAN M'GANN AND UNCLE SAM

Said Dan McGann to a foreign man who worked at the self-same bench. "Let me tell you this," and for emphasis he flourished a monkey-wrench: "Don't talk to me of this bourgeoisie, don't open your mouth to speak Of your Socialists or your anarchists, don't mention the Bolshevik, For I've had enough of this foreign stuff, I am sick as a man can be Of the speech of hate, and I'm tellin' you straight that this is the land for me! "If you want to brag, just take that flag, an' boast of its field of blue. An' praise the dead an' the blood they shed for the peace of the lives o' you! I'll hear no more," and he waved once more his wrench in a forceful way. "O the cunning greed of some Russian breed. I stand for the U. S. A. I'm done with your fads and your wild-eyed lads. Don't flourish your flag o' red Where I can see, or at night there'll be tall candles around your bed. "So tip your hat like that! Thank God for its stripes and stars! Thank God you're here where the roads are clear, away from your Kings and Czars. I can't just say what I feel today, for I'm not a talkin' man. But first an' last I am standing fast for all that's American. So don't you speak of the Bolshevik, it's sick of that stuff I am, One God, one flag is the creed I brag! I'm boostin' for Uncle Sam." —Holyoke Transcript.

MOVIE METHODS ON THE FARM



WILD GOOSE GIVES IDEA FOR AIRPLANE

Inventor Claims Speed Of 175 To 200 Miles An Hour Can Be Easily Attained.

Just at this time all are interested in flying machines, which in a few years are destined to supercede the automobile when quick trips are to be made and therefore the following item coming from Norfolk, Va., will be of interest to Enterprise readers: An airplane with wings that flap like a bird has been patented by Thomas J. Bird, formerly of Johnson City, Tenn., now a resident of Hampton, Va. It can get up from the water as well as it can from land. It is different from the rigid winged airplane, which receives its impetus from a rapidly revolving propeller. In several tests the machine has proven it can fly, and it is claimed by the inventor and Government experts that it will probably prove a much better flyer than the present day airplane.

Mr. Bird says his machine in the "take off" and flight through the air does not create or require a vacuum, as does the present-day airplane. Mr. Bird, who is a marine engineer, several years ago took a course in aviation at San Diego, Cal., and became a regular licensed aviator. His idea was to do away with the present propeller and construct a machine with movable wings or planes that would flap like any winged creature of the air.

To attain this end he made exhaustive studies of and observed the flights of wild fowls, especially the wild goose and the eagle. His observations of the sustained flight of the wild goose convinced him that that fowl is one of the swiftest of all winged creatures. He secured two enormous eagles and by many tests on them made with strong but light tackle attached to their bodies, he enlarged his understanding of the art of flying. He found that the larger of the two eagles had a registered "lift" in addition to its own body of twenty-eight pounds. With the practical knowledge that he had gained by observations and experiments, Mr. Bird went to work to perfect the mechanical ideas he had in order to apply them to a successful working model.

He then built a machine that he flew successfully at Santa Monica, Cal. On one of these experimental flights through a miscalculation of the velocity of the wind the machine which had been set to automatically fly in a circular course, was deflected and fell into the Pacific Ocean,

between Santa Monica and Catalina Island. The model was lost.

The motive power necessary for the propulsion of the mechanism of this flying machine is gasoline engine or engines. The most essential mechanism is, first, the universal joint bearing boxes, which connect the wings of the flying machine to the body, and wherewith the wings are caused to swing, flapping like those of a bird in the air; and, second, the wing guiding disk that causes the wings to move downward and upward in an oblong circular movement similar to that of an oarsman rowing a boat. This eliminates all jerking motion in the wing.

It is the constant aim of mechanical engineers in the construction of gasoline engines in operation to hold down the speed revolutions to keep the heat produced by gas combustion and friction at a temperature that will prevent distortion of the engines. For the type of airplane now in use the propellers must revolve very rapidly and, consequently, engines are speeded up very near the danger point, as where a speed of ninety-six miles per hour is maintained continuously for many hours, which speed is that of the wild goose with its wings and by muscular energy alone. In Mr. Bird's flying machine, with wings likened to those of a wild goose, to attain this speed the wings will be propelled 80 revolutions per minute, whereas the propeller airplane will require 1,400 per minute.

The wings or planes in this invention are formed from overlapping slats, and are so constructed as to automatically close on the downward and forward thrust of the wings and open as the wings rise or recover thereby permitting the air or water as the case may be, to pass through without retarding the movement of the wings.

As this device comprehends its use as a hydroplane as well as an airplane, the machine's body, if a boat and on the water, is forced up and forward, as the wings in the downward stroke with their slats closed pressed on the water and pull like an oar. The wings will submerge slightly, but in the upward and forward movements the slats open, the water passes through the wings and does not retard the upward forward movement of the machine.

The inventor claims that no difficulty will be experienced in developing an engine revolution of 160 to 200 per minute, and a speed of 175 to 200 miles per hour.

The aviation department of the United States Government has signified its encouragement of the device by offering aid in the building of a machine this coming summer at its chief construction base at Cleveland, Ohio.

WORLD'S CHAMPION MILK PRODUCER



The champion cow of all time was born, raised and developed in the west. She is Segis Pictertje Prospect, a Holstein-Friesian, now owned by the Carnation Stock Farm at Seattle, Wash. Shee was born and bred at the ranch of Geo. V. Leighton at Boise, Idaho. This cow, now six years old, not only established a work record of 37,384.1 pounds of milk or 1,445.9 pounds of butter for a year, but also set a seven-day record of 33.18 pounds of butter. These records are the highest for any cow of any breed. It is virtually twice her weight of milk each month. The former record was by Tilly Alcarta, whose record was 3,958.8 pounds shy of the new champion's mark.

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THE PECOS ENTERPRISE











