

ORIENT'S FUTURE LOOKING BRIGHTER

J. C. Emery Says Road Will Be One of Nation's Great Transcontinental Lines.

WRITES FOR RAILROAD AGE.

Says Stilwell's Plan Was Only Weak From Financial and Construction Standpoints.

Declaring that the Orient Railroad has largely been maintained and kept in operation by the wholehearted support that its patrons along its line have extended to it, J. C. Emery, an eminent railroad authority in an article in the July issue of the Railroad Age, the leading railroad periodical of America, says that the prospects of the completion of the line are brighter today than ever before and says that the system if once completed as originally projected, is destined to be one of the great trunk lines of the nation. Mr. Emery's article in full follows:

BY J. C. EMERY.

The prospects for the continued operation of the Kansas City, Mexico & Orient are now brighter than they have been for years past. For several years the road has been steadily declining, and in recent months, its final abandonment has been imminent. However, efforts of those interested in the road to prevent cessation of its operation have finally resulted in the securing of concessions from connecting lines which should increase the volume of traffic on the Orient sufficiently to insure its continued operation.

The present more hopeful outlook is attributable, in the main, to the efforts of the Interstate Commerce Commission to bring about better cooperation with, and practical assistance from, the Orient's connecting lines. These roads have recently applied a differential to all traffic routed via the Orient to and from Gulf and east Texas points and to eastbound lumber and sugar and trans-Atlantic business. A recent oil development in Reagan County, Texas, adjacent to the Orient's line and remote from any other railroad is also encouraging.

History of the Orient.

The Kansas City, Mexico & Orient operates over 1,000 miles of line, with operating revenues of nearly \$4,000,000 per year. The road, as it was launched only 20 years ago, yet during the latter half of this period of its existence the Orient has been sinking steadily. A succession of ill-advised policies and adverse circumstances led to its failure. For years its patrons recognized the imminent danger of its being compelled to abandon operations, and every recourse was resorted to to keep the road alive. The Orient is the largest road that has faced the necessity of abandoning its line, yet its problems have been the same, on a larger scale, as those of other lines over the country which are being threatened with abandonment.

The Orient was planned and started on its career by Arthur E. Stilwell, a man with the dreams of an empire builder. In this case he contemplated two things: (1) a great railroad artery reaching from the heart of the United States into and through the undeveloped resources of Mexico, and (2) a low grade, direct line over 300 miles shorter than any other route from Kansas City to Pacific tidewater with a branch line radiating southerly through interior Mexico to Mexico City. His ambition was that the road should be representative of the people in the broadest possible way and should therefore be financed and constructed by popular subscription without the direct financial support or interest of any banking house. Although the soundness of this plan was questionable, it is a testimonial to his financial ability along unusual lines, that he raised and put into the project over \$36,000,000.

He formed a construction company and sold stock at par or above to the extent of about \$10,000,000. Later he formed another construction company, selling \$3,000,000 additional stock at par. These construction companies made contracts with the Orient by which they agreed to build the road for \$18,000 per mile in bonds, \$16,000 per mile in preferred stock and \$12,500 per mile in common stock. Mr. Stilwell was originally an insurance man, and, having no banking connections, undertook to sell the construction companies' stock to private investors. It is said that there are in the neighborhood of 4,000 stockholders in these two companies.

Early History of Orient.

The Orient, as it was originally planned, was to run from Kansas City, Mo., across the states of Kansas, Oklahoma and Texas and through Chihuahua, Mexico, and Sinaloa to Topolobampo, an excellent port near the mouth of the Gulf of California. Because of the cost of a large terminal, the line was not started from Kansas City, although it had a franchise for a belt line around that city. Construction was begun on three separate pieces of road. One was from Topolobampo northeast, a second section was over the mountains in Mexico and a third began in Kansas and extended into Oklahoma. The first spike was driven on July 4, 1900, and construction was vigorously pushed after that time. Two years later 40 miles of line from Harper, Kan., to Fairview, Okla., and 150 miles of track in Mexico were in operation. In addition, steamships were in daily operation between Fort Stilwell, Mexico, and

Guaymas, handling both freight and passengers. The growth of the line from its beginning until 1912 was steady. In 1903, for example, it was operating 232 miles of line, owned nine locomotives, 14 passenger and baggage cars and 626 freight cars, most of which were held under car trusts. The gross earnings for that year amounted to \$139,178, while its operating expenses were \$116,436. The net earnings for 1903 were \$22,742; for 1904 \$39,093; for 1905, \$60,149; for 1906, \$71,653 and for 1907, \$79,231. This condition continued until 1909 when the first of a long series of annual deficits was incurred.

It was at this time that the weakness of Stilwell's plan became forcibly evident. Through his lack of strong financial backing the costs of terminal entrances and rights-of-way forced him to construct his line, not in a systematic, logical and complete way, but in a scattered and haphazard manner. I was in hope that as the value of the property advanced, means would be found to complete the line into its originally planned terminals, particularly at Kansas City, but this hope was not realized. The Mexican revolution also put a stop to railroad building and operation in that country, and that disaster, with accumulated troubles which had been encountered in the program in the United States, brought an end to the resources of the company.

The Kansas City Outer Belt & Electric, which was to have become the Orient's Kansas City terminal, was never constructed. It held valuable leases of land almost entirely around Kansas City and would have been of inestimable value to the Orient if the line had been completed to that point. The lease which the Orient had on this property expired a short time ago, so that any future plans for entering Kansas City will inevitably meet with difficulty. A group of Kansas City Southern officials have organized a company and put the belt line project on its feet. This property undoubtedly will be a great money-maker.

In 1912, the four adverse years which the Orient had just passed through resulted in the appointment of a receiver for the property. The receivership proceedings were brought in the interest presumably of a committee of English bondholders.

While the receivership was friendly, it was probably due to the feeling that if the road was to be put on a paying basis, a change in the method of financing was necessary. Mr. Stilwell lost active control of the property at that time and never regained it. At a foreclosure sale in 1914, the property was purchased by a new corporation known as the Kansas City, Mexico & Orient Railroad Company, with the announced intention of completing the construction of the line from Kansas City to Wichita. The purchase price, which did not include the property in Mexico, was \$6,001,000. In 1916, since only \$5,000,000 of the purchase price had been paid, the court ordered the foreclosure sale set aside and the deposit of \$24,000,000 in bonds of the original company to guarantee the balance of the purchase price. The old receivership was re-established, but was shortly after discharged, and W. T. Kemper was appointed as the new receiver. The lines in Mexico have continued in the hands of the receivers, one of whom is Mr. Kemper, since 1912. The lines in Texas were organized on July 8, 1914, and have since continued operation as a corporation, Mr. Kemper being president.

Recent Operating Results.

During 1920, operating revenues for all lines were \$3,434,301 and operating expenses \$4,678,499, leaving an operating deficit of \$1,244,198. In 1921, the operating revenues increased to \$3,988,998, while operating expenses were lowered to \$4,524,379, creating an operating deficit of only \$535,381. After deduction for fixed charges, the net deficit for 1920 was \$1,287,956 and for 1921, \$1,282,442. Statistics for the lines in Kansas and Oklahoma show that in 1920 the traffic aggregated 93,624,423 ton miles and 6,974,241 passenger miles. In 1921 the freight traffic had decreased to 87,717,000 ton miles. The average haul of freight was 139 miles in 1920 as against 128 in 1921, while the average distance per passenger for 1920 was 45 miles as against 44 miles for 1921. The earnings per freight train mile in 1921 were \$4.92 and the earnings per passenger train mile for the same year were \$1.20. The fixed liabilities of the company are now \$20,000,000 of

capital stock, \$25,000,000 of stock liable for conversion and \$33,500,000 of unamortized funded debt.

Present Status of Orient.

At the present time the Orient operates a line 735 miles long from Wichita, Kan., to Alpine, Texas, a line 284 miles long from Falmuir, Mexico (72 miles northeast of Chihuahua) to Sanchez, a point some 200 miles inland from the Pacific coast, and a line 62 miles long from Fuerte, Mexico, to Topolobampo. This makes a total of 1,081 miles in operation. In addition, the company holds rights-of-way, which are theoretically under construction, for a line from San Angelo, Texas, to Del Rio, a line 161 miles long from Alpine, Texas, to Falmuir, Mexico, and a line 209 miles long from Sanchez, Mexico, to Fuerte. Rights-of-way are also held between Kansas City, Kan., and Wichita, although no part of the work of construction has ever been undertaken.

One daily passenger train is operated each way between Wichita, Kan., and Alpine, Texas, the distance of 745 miles being divided into three sections and trains operated on each of them during the daytime only. The total running time of the three trains is a little over 41 hours. Irregular service is maintained between Falmuir and Sanchez in Mexico, and one mixed freight and passenger train is operated daily between Fuerte and Topolobampo. The Orient connects with the Missouri Pacific, the Santa Fe and the Rock Island at Wichita, Kan., with the Fort Worth & Denver at Chillicothe, Texas, with the Texas & Pacific at Sweetwater, Texas, and with the Southern Pacific at Alpine, Texas.

Its tracks in the United States are laid with 70 and 80 pound rails, the alignment is satisfactory and the grade low, the maximum grade being 1.4 per cent. About one-fourth of the track is ballasted with cinders and gravel and is in fair physical condition. There are adequate sidings and terminal facilities. The rolling stock consists of 64 locomotives, about 1,500 freight cars and 22 passenger cars. In addition, modern work equipment, including a wrecking crane, pile drivers, steam shovel and work cars, is owned. A large locomotive and car repair shop which cost \$750,000 is at the northern terminus at Wichita, Kan., and good repair facilities are maintained at San Angelo, Texas, with adequate engine terminals and repair machinery at all other division points.

While a small portion of the line is paralleled by competitive roads in Kansas and Oklahoma, it traverses a large and otherwise unoccupied territory in Texas, all of which is devoted to diversified farming and cattle raising. One hundred and nine towns and villages of which a number are county seats, are located along the line of the Orient, 85 of which are served exclusively by it. In addition, approximately 25 inland towns are dependent upon the Orient for their transportation. Nearly all of the towns are small, however, and the traffic on the road has been mostly farm products and live stock originating along the line and interstate shipments destined for patrons served exclusively by the Orient. The volume of traffic has been virtually the same since the completion of the Orient to its present size. Under ordinary conditions in the past, practically no traffic was routed over the road as an intermediate carrier.

Reasons for Failure.

The reasons for the failure of the Orient to operate profitably were numerous. The primary reason was its lack of adequate financial backing which made it impossible to construct the line in a logical manner

which would insure a good volume of traffic. In spite of the fact that the road, even in its uncompleted state, for some years earned its operating expenses with something over for its fixed charges, the burden imposed by its sections in operation being scattered inevitably proved too great a handicap. The fact that its northern terminus is at Wichita instead of Kansas City has resulted in the loss of through traffic which might have been received from connecting lines. Being a potential competitor of the established, southwestern lines, it was compelled to depend largely upon the traffic originating locally for its revenue. Its weakened financial condition made the maintenance of its equipment and right-of-way up to the standard of the competitive roads impossible. During Federal control its freight solicitation was entirely abolished and the Orient was used largely for the purpose of hauling empties. Traffic which was formerly carried was diverted to other lines during Federal administration, and it did not return to the Orient after government control ended. Since the resumption of private control, the management has been making such efforts as it could to rebuild the property and re-establish its former trade relations, but progress in this, while encouraging, has been very slow. The Mexican revolution prevented the operation of the line in that country, and the high cost of operation in recent years was an additional handicap to profitable operation in this country. Finally, the fact that the Orient operates through the states of Kansas, Oklahoma and Texas, which have been leaders in restrictive railroad legislation, prevented its adopting necessary means to increase its revenue, and subjected it instead to an extraordinarily onerous regulation of its income and expenses.

Good-Will of Patrons.

A most encouraging feature of the Orient's history has been the wholehearted good-will of its patrons. They have made its continued operation their special and peculiar concern and have manifested this on numerous occasions. For example, when early in the period of Federal control one of the members of the Railroad Administration suggested that the Orient should be dropped from Federal control and ought never to have been built, a strong protest went up from the people of the three states which it traverses. Farmers, ranchers, merchants, business and professional men hurried to Washington at their own expense to convince the director general and his staff that the Orient must be preserved. Their success is a matter of history.

On numerous other occasions there

have been like manifestations of public support, always solidly back of the Orient and its continued operation. In 1920 it was the first carrier to be granted a loan out of the government's \$300,000,000 revolving fund. Shippers and other patrons served by the line have voluntarily submitted to increases in rates. As a result of a conference between the state commissions, taxes were remitted from time to time in all three of the states, and releases from other public burdens and obligations have also been granted. In August, 1922, the Interstate Commerce Commission granted increased divisions to the Orient amounting to from 10 to 30 per cent of divisions now received from connecting lines, but an injunction granted by the United States District Court at Denver, Colo., in October of that year prevented the carrying out of this plan, which was designed to insure the Orient's earning its operating expenses. This case is to be argued before the Supreme Court on October 1. The Labor Board last year, after hearing disputes involving the revision of wages for all the employees of the company, remanded the case to

the parties in the controversy for further negotiations, suggesting that inasmuch as the Orient was in a distressing financial condition and its further operation threatened with

(Continued From Page Three.)

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- COURSES:** Two years of sub-college work corresponding to the 10th and 11th grades of High School. Special courses in Home Economics, Music, Commerce. Teachers' certificates granted upon the completion of any year's work.
- CERTIFICATES:** Fall term opens September 25. Ask for a catalogue.

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Organized Christianity

"Take heed, therefore unto yourselves, and to all the flock over which the Holy Ghost hath made you overseers, to feed the church of God, which He hath purchased with his own blood."—Acts 21:28.

The church is the organized Christianity of the community. The church is a school of Christian character ready to do its work. There are those who claim that they do not need to attend church—they can be religious at home. These same people could also educate their own children at home but they prefer to send them to an organized school because as a whole organized schools do better. Teachers are not all sages but they render the children a service that could not be rendered in any other way. People could be religious at home, but how many of us spend an hour or two on Sunday in reading scripture, in prayer, in attention to some phase of Christian duty and privilege?

The Church by its prayers, its music, its lessons lift the thought and aspiration of a congregation to higher levels.

The Church does not contain all the good there is but it holds the larger portion.

**Select a Church and then Support It
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ORIENT FUTURE LOOKING BRIGHTER.

(Continued From Page 2.)

discontinuance, every effort possible be made to settle the situation without greatly increasing the expense of the line. At a hearing on the Orient's petition for lowered wage schedules generally over its line, the board indicated its desire to favor the road as much as possible in order to prevent the calamity of its ceasing to operate and thereby put its employees entirely out of employment.

In Texas, patrons of the line approved a plan of Lieutenant-Governor Lynch Davidson of Texas for state operation of the road. The feature of this plan was the exemption of the proposed state road from all existing Federal and state laws pertaining to the railroads. A resolution approving the plan was adopted by the Legislature of the state and sent to the Interstate Commerce Commission and to the Congress of the United States, but no action to put it into effect has been taken.

Future of the Orient.

Recently the rehabilitation of the lines in Mexico has become a probability. The Mexican Government is spending some \$10,000 each month in relaying track and rebuilding the bridges that were destroyed during the years of the revolution.

It is expected that 50 to 75 miles of inoperative track in Mexico will soon be restored to service. Before the revolution, the area in which the reconstruction is under way was one of the most productive in Mexico and the rehabilitation of the country should prove an important source of additional revenue to the company.

Whether or not the Orient will become a really successful road depends upon the completion of the line as it was first projected. It has been clearly demonstrated that, taken by itself, under ordinary conditions of completion, rates and wages, it cannot hope to operate profitably. Considered strictly upon its merits and its own physical resources, the Orient is capable of handling a large tonnage cheaply and in some instances more expeditiously than competing lines. This is due to its favorable grade and alignment, its shorter route and its avoidance of large and congested freight terminals. In connection with the Missouri Pacific or Santa Fe at Wichita, Kan., the Texas & Pacific at Sweetwater, Texas, and the Southern Pacific at Alpine, Texas, it forms a short and feasible route for traffic between Kansas City and El Paso, California, Arizona and New Mexico, the route being second only to the Chicago, Rock Island & Pacific and the El Paso & Southwestern in directness. Its permanent salvation lies in the completion of its original plan for a short line from Kansas City to Pacific tidewater or in its union with some strong existing line which is capable of developing its property and furnishing it with additional traffic.

Other Prospects.

If the Orient system were carried out as it was conceived, it would probably become a transcontinental line of great value. As has been noted, it would provide a low grade line from Kansas City to an excellent port at Pacific tidewater, 300 miles shorter than any competitor. In addition, the projected line from Sar Angelo, Texas, to a junction with the National Railways of Mexico at Del Rio, Texas, west of Laredo, would form the shortest line between Chicago and Mexico City. The traffic possibilities of this line are great. The entire country of Mexico would naturally be tributary to its lines or traffic moving to and from Chicago and the Great Lakes. The future of Mexico as a prosperous country is only beginning to be recognized. It is a splendid source of potential rail traffic of great volume. As one of the first roads in the field, the Orient is well situated to secure much of this future business.

It is understood that there are extensive coal fields not far from Topolobampo on the proposed line of the Orient. Since steamships from Liverpool bound for Asiatic points via the Panama Canal will pass close to Topolobampo to benefit by the short sailing route, they might be expected quite naturally to make that town a port of call. If the coal properties in Mexico on the line are located at Topolobampo rather than at the Isthmus of Panama, which is appreciably farther from the middle of the Europe to Asia steamship routes. The shortest route between the Hawaiian Islands and Chicago, would be by way of the Orient and Topolobampo.

Other possibilities in joining the Orient with certain of its connecting lines appear favorable. Whether or not some connecting road takes over the Orient will, of course, depend upon its financial strength and upon its decision as to whether the outlay in rehabilitating the road would result in a satisfactory return.

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QUARTERLY REPORT OF THE CITY OF SWEETWATER

Showing the aggregate amount received and paid out of each fund and balance to their credit, for the quarter ending June 30th, 1923.

GENERAL FUND.

To balance April 1st, 1923	\$ 5,998.80	
Amount received	10,484.19	
Amount paid out		\$12,624.11
		3,858.88

(Amount paid for salaries, 2,210.) (Amount paid Board of City Development, \$2,000.) (Boarding prisoners, \$615.40.) (Street and City Hall lights, \$742.50.) (Expense account Fire Department \$1,100.) (Account paid for fire hose, \$789.73.) (Bridge across Lake \$2,270.) (Expense on dump ground, \$396.) (Miscellaneous, \$1,599.48.)

\$12,624.11 \$16,482.99 \$16,482.99

CENERAL STREET FUND.

Balance June 30	\$ 3,858.88	
General street fund to balance April 1st, 1923		\$ 1.67
received from taxes		\$ 272.93
received from Water Works		\$ 2,500.00
received from accounts due		\$ 501.00
money borrowed		\$ 1,959.60
to amount outstanding vouchers 4-1-23		\$ 854.80
to amount paid out		\$ 2,781.03
Amount to balance		\$ 1,454.17
	\$ 5,235.20	\$ 5,235.20

Balance June 30, 1923. \$ 1,454.17

FIRE DEPARTMENT FUND.

Balance April 1, 1923	\$ 57.76	
Amount received	\$ 95.23	
Amount paid out		\$ 112.75
To balance		\$ 40.24
	\$ 152.99	\$ 152.99

Balance June 30, 1923 \$ 40.24

TRAMMELL LAND ACCOUNT.

Balance April 1, 1923	\$ 148.38	
Balance June 30, 1923	\$ 148.38	

SEWER AND WATER MAINTENANCE FUND.

Balance April 1, 1923	\$ 1,792.32	
Balance June 30, 1923	\$ 1,792.32	

\$5,000 WATER WORKS FUND.

Balance April 1, 1923	\$ 970.81	
Amount received	\$ 9.08	
Balance June 30, 1923	\$ 979.89	

\$10,000 CITY HALL AND FIRE STATION BOND.

Balance April 1, 1923	\$ 2,209.06	
Amount received	\$ 16.66	
Amount paid out		\$ 250.00
	\$ 1,975.72	\$ 1,975.72

Balance June 30, 1923 \$ 1,975.72

\$20,000 STREET BOND.

Balance April 1, 1923	\$ 2,511.10	
Amount received	\$ 51.86	
Amount paid out		\$ 500.00
To balance		\$ 2,042.95
	\$ 2,542.95	\$ 2,542.95

Balance June 1, 1923 \$ 2,042.95

\$25,000 STREET BOND.

Balance April 1, 1923	\$ 4,766.36	
Amount received	\$ 39.43	
Amount paid out		\$ 628.12
To balance		\$ 4,177.67
	\$ 4,805.79	\$ 4,805.79

Balance June 30, 1923 \$ 4,177.67

\$75,000 SEWER BOND.

Balance April 1, 1923	\$ 6,338.00	
Amount received	\$ 54.61	
Balance June 30, 1923	\$ 6,392.61	

\$50,000 SEWER BOND.

Balance April 1, 1923	\$ 8,897.16	
Amount received	\$ 75.65	
Amount paid out		\$ 1,253.12
To balance		\$ 7,719.69
	\$ 8,972.81	\$ 8,972.81

Balance June 30, 1923 \$ 7,719.69

\$320,000 WATER WORKS BONDS.

Balance April 1, 1923	\$28,174.66	
Amount received	\$ 879.10	
Balance June 30, 1923	\$28,553.76	

Balance to the city's credit, April 1, 1923	\$61,866.08	
Amount turned over to the treasurer since last report	\$16,419.33	
Voucher issued since last report		\$19,149.13
Treasurer balance, June 30, 1923.		\$59,136.28
	\$78,285.41	\$78,285.41

Balance June 30, 1923 \$59,136.28

I hereby certify that the foregoing is true and correct for the quarter ending June 30th, A. D., 1923.

Given under my hand and seal of office, at Sweetwater, Texas, this 4th day of August, A. D., 1923.

(SEAL)

W. H. BARTLETT,
City Secretary, Assessor and Collector.

Approved this, 16th day of August, 1923.

JOE H. BOOTHIE,
Mayor.

SWEETWATER REPORTER

Published each afternoon and Sunday morning, except Saturday and its Weekly edition on Thursday by The Sweetwater Reporter, Houston, Harte President; Minor Shutt, Vice-President; Willie Rowan, Secretary-Treasurer. Entered as second class mail matter at the postoffice at Sweetwater, Texas.

MINOR SHUTT Editor

TELEPHONES
Business Office 108
News Department 46

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Daily, 6 Months 2.75
Daily, 1 Month .50
Weekly, 1 Year 1.50

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Classified advertising rates are 1c per word per insertion; minimum charge for first insertion 30c. Local readers 10c per line per insertion. Cards of thanks, resolutions of respect and in memoriam 5c per line. Display advertising rates on application to the Oak Street office.

Any erroneous reflection upon the character, standing or reputation of any person, firm or corporation which may appear in any of The Reporter's publications, will be cheerfully corrected upon being brought to the attention of the publisher.

A crowd of boys and a football. Is there any additional proof needed that fall approacheth?

And in the last analysis, Sweetwater water supply seemed to be as good as that of Snyder, anyway.

And it is reported that some options were permitted to lapse and those 80 acres have been boosted to \$100,000 from the original \$60,000. It begins to look very much like somebody had bought something that cost more than a pipe line.

Stock in a co-operative poultry marketing association might or might not be good investment in itself—but as a town proposition to keep 800 farmer members interested in this town—where can you beat it?

Recognizing the power of music as a definite factor in the upbuilding of their church, the Baptists of this city have engaged a director for their musical activities. This is most emphatically a step in the right direction and one that it is hoped other congregations can see their way clear to take also. Music is recognized as one of the better things of life and a better understanding of it is a powerful lever toward better living.

REAL ESTATE.

Now that the Tech excitement has passed, it is about time some of the owners of real estate in this town reduced the inflated values they have placed upon their holdings so that some genuine development can take place. Sweetwater has all of the advantages that it ever had plus a large manufacturing enterprise and there is no reason why it cannot and will not grow steadily, if this growth is not retarded by high priced real estate.

RAIN.

Coming at a time when calculated to do the most good, and where most needed, the rain of Friday night brought joy unconfined. Of course, if it is followed by a week or two of the dazzling hot weather of the past fifteen or twenty days, the effect will be rather evanescent, but at this time of year exceptional heat is not looked for. As a rule, a rain gauge shows less rain than the average person estimates, but in this instance it was the other way around. Few realized that the rain here amounted to 1.32 inches and it is probably that other places reporting light rains in reality received more than they thought they did. A few thousand extra bales of cotton, at a price hoped to be better than 20 cents a pound and the monetary value of such a rain can easily be figured.

DE MOLAYS MEET.

At the regular meeting of the Sweetwater Chapter, Order of De Molays at the Masonic Hall Friday evening, regular business was attended to and election of officers held. Milton Pate was elected Master Councillor for the coming term, succeeding Dudley McCall.

CLASS NAMED.

The adult women's Bible Class of the First-Christian Church was named last Sunday by a vote as "The Open Door." This class organized some years ago and is composed of thirty of the most earnest women in the church. The greater portion of them are members of both the Aid and Missionary Societies. Mrs. J. T. McKissick is president and Mrs. F. W. Ater secretary-treasurer. Mrs. R. A. Musgrove is class teacher, succeeding Mrs. R. A. McCaulley, who has been teacher of the class for several years. Mrs. McKissick will be with the class today, after being absent some six weeks, she recently returning from a visit to her father at her old home in Tennessee.

WATER IS NEEDED.

Several Hundred Men Would Be Put To Work in Near Future It is Said. Only the completion of the water line to the plant of the United States Gypsum Company is needed to have several hundred men at work, it was declared Saturday.

The spur track from the Texas & Pacific to the plant site has been completed and rails laid, several cars of steel being received during the week. Eleven teams are at work on the grade for the track further east into the quarries and men are working grubbing out underbrush for the right-of-way.

The payroll already amounts to nearly \$1,000 a week, it is said.

Attorney C. E. Mags is in Austin to get the charter for the Citizen's Water Company. Approximately \$17,500 of the amount pledged has been paid in.

HOLD EXAMINATIONS.

Applicants Stand Nolan County Teachers Examinations.

The applicants for positions as teachers in Nolan County stood examinations Friday and Saturday in Sweetwater at the County Court House.

The applicants were as follows:

- Mrs. Margaret Alexander, Sweetwater.
 - L. W. Ault, Blackwell.
 - Joe Bickley, Sweetwater.
 - Miss Clara Lee Biallock, Sweetwater.
 - Miss Ruth Burkett, Sweetwater.
 - Mrs. Velma Chambers, Sweetwater.
 - Miss Elsie Davis, Sweetwater.
 - Mrs. Inez Russell Hartgraves, Maryneal.
 - Miss Ethel Keith, Sweetwater.
 - Miss Della Pollard, Sweetwater.
 - Miss Pauline Reed, Sweetwater.
 - Louis B. Scott, Sweetwater.
 - Willie I. Tubb, Robert Lee.
- The examiners were Mrs. L. D. Terry and Miss Anita McDaniel.

PAY ENVELOPES

Wages and salaries in manufacturing industries doubled, almost exactly, between 1914 and 1921. This is shown by the last census.

Total wages and salaries paid by all American manufacturing establishments as follows:

1914	\$ 5,342,157,000
1921	10,763,442,000
1919	13,342,655,000

These figures show that the average person employed in manufacturing was paid about \$108 in 1921 and \$133 in 1919 for each \$53 received in 1914.

The rise and fall in the average income apparently just about matched fluctuations in the cost of living, for people on the payrolls of manufacturing industries. So when considered in terms of buying power, incomes really stood still or close to it. "You got more dollars, but a dollar wouldn't buy as much."

The "total value" (presumably the selling price) of all manufactured products in 1921 was close to 44 billion dollars—to be exact, \$43,653,283,000.

This was nearly a third less than in 1919. It was four-fifths more than in 1914, though wages and salaries were twice as much as in 1914.

The situation in 1921 was that labor (wages and salaries) received about a fourth of the value of the things it manufactured.

What became of the other three fourths?

Well, more than 25 billion dollars were paid for materials used in manufacturing, and a lot of this represented labor's share (wages and salaries) back at the source—repairing the raw and semi-finished materials for manufacturing processes and transporting them to factories and mills.

These figures for 1921 include all activities of 169,000 manufacturing establishments employing 8,257,000 Americans.

Reduced to simple figures, the situation in that year was that, to each \$8200 paid for wages—\$2560 went for salaries, \$2534 for buying materials to be used in manufacturing and \$1831 added as profits, taxes and other items previously mentioned.

Figures fluctuate in various years, but on the average the statistics for 1921 probably show the relative amounts that go for wages, salaries and cost of materials out of the final value of the manufactured products.

ARRESTED HERE.

Roy Kunkler Charged With Burglary Of the Midland Mercantile Co. Roy Kunkler was arrested in Sweetwater Saturday and Sheriff Frances of Midland County notified.

Kunkler had a suit case filled with suits, shirts, neckties, shoes and other articles alleged to have been taken from the store of the Midland Mercantile Company and charges of burglary of that store will likely be awaiting him when he is taken back to Midland.

Judge and Mrs. M. A. Hopson of Nohy were in Sweetwater yesterday visiting relatives and shopping.

REAL ESTATE TRANSFERS.

The following real estate transfers have been recorded since the last report:

Mrs. Virginia Dorbandt to P. C. Moore, lot 18 in block 27, original town of Sweetwater, \$112.50.

J. C. Mason to Higginbotham-Bartlett Company, 150x100 feet of lot 3, in block 109, original town of Sweetwater, \$1,750.

C. A. Costephens to E. E. Graham, lots 7, 8, and 9 in block 4, eastern addition to Roscoe, \$350.

IN SHEEP BUSINESS.

A. C. Forgay, residing about six miles out on the Lake Trammell road, has purchased 75 ewes from Ira Fry and intends raising sheep as a side line on his farm.



Don't Worry

About those soiled clothes. Just phone 134 and leave it to us. We return them to you clean, soft and fresh. Ask those who have tried our cleaning system.

City Pressing Parlor
Phone 134.

Are You a Failure?

We presume you are not but one thing is certain, if you make the success you aspire to you must retain good health.

Are you really informed about the best course to pursue?

When Health Is a Question

Do you believe in taking strong medicines that produce their effects through your bodies desire to get rid of them. If so, we haven't a word to say. You might do well to investigate the work being done at Grogan Wells Sanatorium.

WE DO NOT CLAIM TO CURE. We right and assist nature and the result is HEALTH. It is a pleasure it demonstrate the efficiency of our work.
Free Examination. Free Service Car.

Telephone 581.

Grogan Wells Sanatorium

NASH

New Four-Door Coupe
Six Cylinders
\$2090
f. o. b. Factory

Five Disc Wheels and Nash Self-mounting Carrier, Standard Equipment

They've Come! The NEW Four-Door Coupes. Our first shipment of these outstanding new Nash models is here. Only a few are allotted us. Buyers will take them quickly. So come in at once. See the important new Nash developments in engineering refinement, body craftsmanship, and luxurious equipment. More than ever this model stands out as the market's greatest value of its class. And—note this—despite all the expensive improvements and added attractions Nash has not raised the price.

FOURS and SIXES — PRICES NOT ADVANCED
Models range from \$915 to \$2190, f. o. b. factory

J. W. WADE Dealer



ANNOUNCEMENT

We are moving from our present location to our old stand at Cox's Jewelry Store on the south side of the square.

The latest Fall creations strike a new note in Autumn designs. Now on display at our new place of business.

H. L. LINES
At Cox's Jewelry Store

Seth M. Johnston

118 Locust Street

Phone 50
Day Or Night

Funeral Chapel
Undertaking

Free Lungmotor
Service

ANNOUNCEMENT:

We have arranged to handle the Famous Stetson line of Shoes for Men. A large assortment of Fall Styles in stock now.
See Them At

J. P. COWEN'S
Quality Shoe Store.

SIMMONS COLLEGE

Jefferson D. Sandefer, LL. D. President
Abilene, Texas

IS A WINNER

In Oratory, Texas State Oratorical Association.
In Debate, Louisiana State College.
In Journalism, Texas Intercollegiate Press Association.
In Athletics, T. I. A. A. Football Champion.
In Scholarship, her students rank with the highest.

DEPARTMENTS

Academy, College, Home Economics, Piano, Painting, Voice, Expression, Violin, Harmony, Pre-medic and Pre-law courses.

Advance Enrollment indicates largest attendance in history. Fall Term begins September 13th.

Write now for catalogue and information to—

T. N. CARSWELL, Registrar.

Classified Section

FOR RENT.

FOR RENT—2 rooms furnished for light housekeeping. Mrs. S. R. Neblett, 303 East North Third street. 150dhtf

FOR RENT—Desirable apartment in the Berman apartments. Phone 24. 157tfc.

FOR RENT—4 room modern unfurnished apartment; close in. Ernest Wright. 1644c.

FOR RENT—2 housekeeping rooms to couple. Phone 36 or 540. 165tfc

FOR RENT—2 light housekeeping rooms; all conveniences, 411 East North Second street. Phone 183. 165t6p

FOR RENT—2 nice, large rooms, furnished, for light housekeeping; conveniences. 310 North West 2nd St. phone 282. 166tfc

ROOMS FOR RENT—Close in, furnished or unfurnished, for information call 1092 Walnut street. 167t6p

FOR RENT—2 rooms furnished for light housekeeping, 609 Lamar street, phone 35. 169t6c

FOR RENT—2 furnished rooms for light housekeeping; conveniences, and close to town. Phone 418. 169t3c

FOR RENT—South bed room, all modern conveniences, one block west of Wright Hotel. Phone 130 for particulars. 170t6c

FOR RENT—Large furnished bedroom; close in; paved street. Phone. lights, bath. Phone 412. 170t7j

FOR RENT—One 2 room house. See Jim Greer, T. & P. Flagman. 170t1p

MISCELLANEOUS.

FOR TRADE—For small residence or vacant lots, a good Oakland Sedan; would pay small cash difference. Rufus Wright. 1644c

100 ACRE FARM 10 miles out, to trade for city property. Rufus Wright. 1644c.

WANTED—7 cents a pound for clean cotton rags. Hotel Wright. 1644c

FOR SALE—10 shares capital stock of the Texas Bank & Trust Co.; book value \$2,000. Will sell for \$1,500 cash. Dr. P. T. Quast. Address Box 248, Sweetwater, Texas, or 704 Main street, Fort Worth, Texas. 137t6c

FOR SALE—3 good homes and 2 good farms; take some stock cattle. Easy terms. C. E. Ramsey. 168t6c

FOR SALE—Complete set household furniture. H. J. Eldson, Mulberry street. 168t3p

LOST—On Oak street between Polard's store and T. & P. depot, leather ice coat. Return to West Texas Electric Co. 169t3p

USED CARS FOR SALE.

We have used cars for sale ranging in price from \$100 to \$350, mostly Buicks—Easy Terms.

WESTERN MOTOR CO.
Buick Dealers.
165t1c.

WANTED—Salesman and collector for Tulsa and surrounding country. cotton and wheat in fine condition. Apply Singer Sewing Machine Co., Sweetwater, Texas. 165tfc

FOR SALE—Ford coupe, 1922 model, good rubber, excellent condition mechanically. W. H. Whaley, phone 310 164tfc.

FOR SALE—2 International trucks, first class condition in every respect. Sweetwater Cotton Oil Co. 170t4c

Convenience

Our Grocery and Market combination makes it mighty handy for the housewife, as she can get her Fresh Meats, Vegetables and Groceries on the same order.

Our "White Face Flour" can't be beat, and we carry the best grades of can goods, Coffee and Teas, in fact, all of our lines are high class merchandise—and we will appreciate your business.

Quick Service Grocery & Market

"The Home of White Face Flour."

Telephone 497.

Telephone 10.

FOR SALE

1920 Buick Six Touring, almost new set Cord Casings; good paint, absolutely first class mechanical condition. This car must be seen and driven to be appreciated. Price \$250 cash, balance monthly.

WESTERN MOTOR CO.
Buick Dealers.
165t1c.

FOR SALE—Golden Yellow and Perfection Red Meat watermelons, and Rockyford cantaloupes. H. L. Owens, Route No. 2, Sweetwater. 155t26c

FOR SALE—One of the best homes in town for sale; easy terms, and worth the money. Phone 378. J. T. Brown, Inc. 167tfc

FOR SALE—Three quarter registered bird dogs. See Dr. P. Pool. 165t6c

WESTERN PRODUCE CO. is paying 28 cents per dozen for infertile eggs. 169t2c

WANTED—2 passengers for Phoenix, Arizona, Monday, to help pay expenses of trip. 1602 Walnut street. 169t2p

Ice Cold melons for sale at J. M. Bennett's. Phone 148. 169t3p

Southwestern Life Insurance Co., Joe H. Boothe, Agent, Sweetwater, Texas. 167t6c

CATO SELLS HERE.

Spent Saturday in Sweetwater Visiting Friends.

Cato Sells, Commissioner of Indian Affairs, spent Saturday in Sweetwater, the guest of R. M. Chitwood and others. Mr. Sells is enroute to the north Plains on a business mission. This was his first visit to Sweetwater in some years and he expressed himself as being very highly pleased with the appearance of the city.

HARLEY SADLERS
LONE STAR THEATRE



For Sweetwater People
Built with Sweetwater money.

And the profit derived therefrom, everypenny of them,
Will stay in Sweetwater.

OUR POLICY:

We will run programs of varied interest,
Vaudeville.
Dramatic Stock.
Feature Pictures.

Educational Subjects.
Road Shows.
All real shows of merit.
The best will always be seen at the Lone Star.

POINTS OF INTEREST ABOUT THE LONE STAR THEATRE—

Our pictures will be projected on the Gardiner Gold Fibre Screen.
The most famous in the art of Screen Manufacturer. Wonderfully clear in detail, depth and natural color tone. All Eye Strain Eliminated.
The World's finest in operation room equipment. Assuring our pictures, a firm, clear, steady light, which will tend to make the pictures more enjoyable.
Our Operator, Mr. J. C. N. Lucas, brought from the coast here, has been operator in the largest Film Palaces in Los Angeles. Mr. Lucas will be in full charge of all our electrical effects, which will be myriad. Mr. Lucas is also the Assistant Manager of the house. Get acquainted with him, he is a fine fellow.
Our stage is fully equipped to play all road attractions.
Our orchestra will be second to none in the State of Texas in comparison to size.
Our Show will be free at all times, from any picture that will cause a blush of shame to the cheeks of anyone.

A Good Show Always at the
LONE STAR THEATRE
PREMIER PERFORMANCE AUGUST 31, 1923



The
Fall
Mode---

Possessing the quaint design and charming grace they do, these Fall creations will provoke enthusiasm in all the connoisseurs of correct millinery for women.

New, beautiful, piquantly smart, interpreted in new ways and different—The modes of Autumn '23.

Mrs. Hudson

"The Only Exclusive Shop"

BATTERY SERVICE

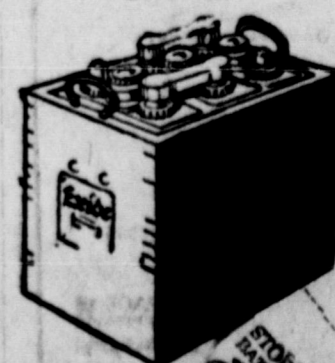
Neglected batteries, lessens the life of a battery. Let us service your battery, thus giving it the proper attention and proper amount of water there at all times.

We do all kinds of motor electrical work. Also re-winding armatures.

8-Hour Battery Charging Service.

EXIDE SERVICE STATION

HARRY COLLINS,
Proprietor.
Next to Dodge Service Station.



low cost of a battery ruined battery. Watch your battery carefully. It will save you a great deal of money.



HYLTON NEWS.

Miss Alice Cochran of Decker visited friends here Tuesday.

Mrs. L. G. Calcote and daughter, Miss Calcote, of Sweetwater, were for a few hours Friday. They were returning from Norton, where they had visited, her mother, Mrs. Marton.

Clarence Haynes of Eliasville is visiting at the home of his uncle, G. T. Caves.

W. S. Kinsey, J. W. Kinsey and W. D. Sims spent last week-end in Temple.

Mrs. Jess Craig has been very ill this week, but is not reported as improving.

R. Y. Mohley and family are visiting relatives in Carrigo Springs.

Mr. and Mrs. Leonard Curry of Ballinger are visiting relatives here.

Miss Doris Daniels of Sweetwater visited friends here Tuesday.

Grady Dunnan and J. T. Haynes, of Ranger, were recent guests of Joe Dunnan.

Mrs. Ruth Ramsell and Mrs. D. T. Duncan of Winters, spent Sunday at the home of Mr. and Mrs. John J. Cave.

W. S. Kinsey is reported on the sick list at this writing.

Day Sturdevant entertained a number of friends with a barbecue at his ranch Tuesday.

Mrs. M. D. Duncan, of Winters, has been a guest at the home of John Cave all this week.

Miss Roberta Ship, of Ballinger, is a guest of Miss Myrtle Lowellen.

The Christian church protracted meeting began here Saturday.

Tom Wheeler of Carrigo Springs, formerly of Hylton, is reported quite ill at a sanitarium in Sweetwater.

Mr. and Mrs. William Stafford of Ranger visited Mrs. Shafford's sister, Mrs. Jess Craig, here this week.

Robert and Joe Walker of Brownwood, are visiting J. R. Brown.

Mrs. J. J. Caves and daughter have been visiting Mrs. Y. R. Stashall at Coleman.

Mr. and Mrs. T. Y. Craig left this week for Ranger where they will make their home.

W. N. Storey and family are visiting relatives in San Angelo.

SPORT MODELS SELL.

"Bunny" Ellis Purchases Seventh Maxwell Used By Harley Sadler.

Two new super-sport Maxwell arrived in town the end of the week and were sold on sight to "Bunny" Ellis of the Harley Sadler Lone Star Theatre and H. H. Stratton of the Allen Music House.

This makes the seventh Maxwell with the Harley Sadler Shows and "Bunny" Ellis says that it is the best of the lot.

Tinted a traveler grey, with top and seats to match, the leather of hand tufted leather, with leather also used in the door pockets, these new Maxwells present an appearance that is indeed striking. They are powered by that good Maxwell motor that has come to be so well and favorably known and "Bunny" says he is anticipating some keen drives at the walnut steel.

These new models are \$1,185 delivery in Sweetwater with complete equipment.—(Adv.) 1701c

THREE BLOWN UP.

By The United Press.

KANSAS CITY, Mo., Aug. 18.—Three men died when a still at a refinery here exploded, shooting flames high into the air. The still was being drawn and it is believed spark from a locomotive set it off.

BEAUTIFUL DRESS GOODS.

I have on hand a full line of samples of all kinds of seasonable dress fabrics and shirtings. Would be glad if my customers would call and see samples before buying. Quality and prices will be sure to please you.

MISS MOLLIE MUSGROVE.

Est—(Adv.)

To Our Trade

We have a car load of new crop cotton seed hulls.

Sweetwater Cotton Oil Company

Special

Peach Ice Cream, Home-Made and made with Fresh Peaches—It's fine—take a pint or quart home with you.

All the best Fountain drinks at our fountain—made right—Clean Fountain Service.

Sweetwater Candy Kitchen

Next To Palace Theatre. Telephone Number 243.



\$1235, f. o. b. Detroit
Disc Steel Wheels Included

Surpassing Performance of Improved Chalmers Six



If you will personally put the improved Chalmers Six to the test of performance, it will be readily apparent that its more abundant power, greater speed and delightful alertness afford a quality of fine motoring impossible to even equal, let alone surpass, in a car of this class.

This fine performance is well matched by its handsome line, beautiful finish and the completeness of its refinements and appointments.

Chalmers Six Prices
5-Passenger Touring, \$1235 - - Roadster, \$1185
7-Passenger Touring, \$1345 Sedan-Coach, \$1585
7-Passenger Sedan, \$2195
Prices f. o. b. Detroit. Revenue tax to be added

HUBERT TOLER
Distributor

The CHALMERS SIX

Everything for Everybody

We are receiving new shipments of Fall merchandise daily. You will want to be the first to see the new things and to wear them; so we invite you to call at our store each day and inspect the new arrivals in Dresses, Suits, Coats, Hats, New Fall Fabrics, Shoes, Men's Clothing, etc.

The New Fall Dresses are beautifully developed in soft Canton Crepes, Lustrous Crepe Back Satin, and the ever popular Twills—long lines, softly draped, elaborately trimmed or tailored costume and in fact, every style you will want for Fall.

The Suits were never more beautiful than this season—Short flare jacket Suits are popular, as well as the straight line tailored Suits and the materials are new and serviceable.

You will find everything in Men's Clothing at this store. When you buy your Fall Suit, it will pay you to buy a Hart Schaffner & Marx Suit—You will find the style and quality right—No higher than others, but better than others. Remember, we carry Stacy Adams Shoes, John B. Stetson Hats and Emery Shirts. If you wear the best, you'll buy it here.

Sweetwater Dry Goods Co.
LADIES' AND MEN'S WEAR
THE STORE AHEAD

Shop With a CHEVROLET

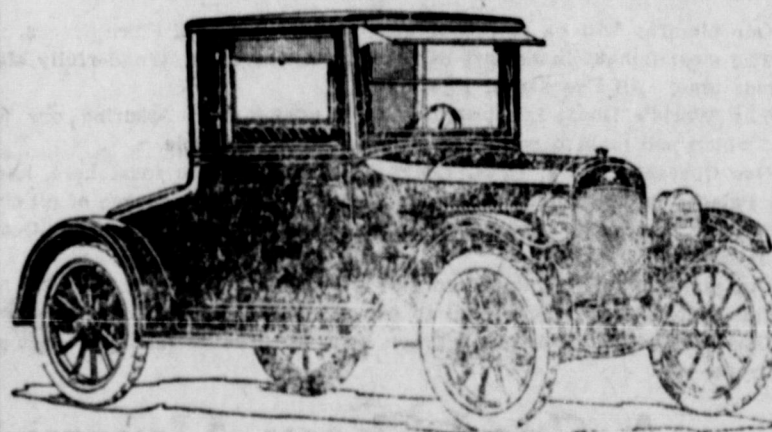
for Economical Transportation



Chevrolet Utility Coupe is proving a wonderful help to many housewives—more than paying its low cost of upkeep through economies of time, and money saved in cash-and-carry shopping. Shopping that once employed a tiresome half day, can be accomplished with ease and pleasure in an hour with the Utility Coupe. A big rear compartment holds all the bundles and packages that would make up a week's supply.

The Chevrolet Utility Coupe is also a great favorite with women for social and general purposes. Every family needs a closed car of this type and quality.

Visit Our Display Room
Opposite Wright Hotel



C. S. Boyles Motor Co.
We Close Sundays From 10 A. M. to 5 P. M.

Watch Your Battery!

These are the days when it pays to be especially watchful not to forget your battery.

To let the water run to invite danger is to invite danger.

Meaning a battery mean

YES!!!
Wall Paper
And
Paints.
Good Stock, Price Right.
J. I. PAYNE.
Phone 84.

CROPS POOR IN EAST.

J. E. Barnett, who recently returned from a trip to Ellis County and other points in that territory, reports that crops are in bad shape and that Ellis, which has long been considered one of the leading cotton producing counties of the state, will hardly make half the usual number of bales. Corn is a failure also and also sweet potatoes, he states.

FUNERAL SERMON.

The funeral of all absent members of the Epworth League will be preached at the Sunday evening services at 7:15 o'clock with President Wiley Embury officiating. The following program is scheduled to be carried out:
 Hymns.
 Recreation—Bible Games.
 Devotional—Wiley Embury.
 Argument: Resolved that we are justifiable in relaxing our religious efforts during the summer months.—Affirmative, Lila Cox; Negative Joseph Robinson.
 Closing.

NEEDLE CRAFT CLUB.

Mrs. George Diehlman was hostess to the Needle Craft Club at her residence Thursday afternoon. After the usual afternoon work, refreshments were served. Mrs. M. M. Tourney of Alpine was a guest. The next meeting will be held with Mrs. L. Roden.

MEETING CLOSSES.

Rev. L. G. Morony, pastor of the First Baptist church returned home Friday night from McCaulley where he assisted in holding a week's revival meeting. He reports a very successful meeting with fifteen accessions to the church at that place.

WHEN IT'S ZERO—

When railroads are blocked by snow—

When there is a coal famine in our town—then

Coal is Coal

STORE YOUR COAL IN THE SUMMER!

You can then SELECT the coal YOU LIKE



"The Coal You Like"
 The "Domino Coal" Dealer.

SIMPSON FUEL CO.
 Phone 239. Phone 239.
 Arkansas Anthracite, Alabama
 Smithing Coal.

**COTTON DUMPING
 LOSES BIG SUM**

Lack of Co-Operative Marketing Cost Many Texas Counties Real Money Last Year, Pointed Out.

FARMERS' JOINING ASSOCIATION

J. W. L. Hall, Secretary of Cotton Association Shows How Large Sum Can Be Saved Growers

Dallas, Texas, Aug. 18.—Lack of co-operative marketing of the cotton crop on the part of only nine Texas counties, cost those counties the startling sum of approximately \$12,000,000 last year. This immense sum which should have gone to the cotton grower and his family was lost by a continuation of the individual street sales and dumping process as practiced for a number of years, according to J. W. L. Hall, Secretary of the Texas Farm Bureau Cotton Association. Other cotton growing counties in the state suffered a like loss proportionate to the cotton ginned. To meet such conditions the Texas Farm Bureau Cotton Association was organized for the purpose of marketing co-operatively and along systematic, business-like methods the cotton crop of the South. Last year the Association members received an increased and additional profit an average of more than \$25 per bale over the price received by their neighbors who sold outside the association. It is on this basis and government figures that the tremendous loss to the counties mentioned was occasioned. Those counties are Collin, Dallas, Ellis, Grayson, Hunt, Kaufman, Limestone, Navarro and Van Zandt.

"The \$25.00 per bale increased profit to the members," Mr. Hall said, "is the net additional profit to them, after all overhead costs, charges, etc., of handling and marketing the cotton by the Association had been deducted. As in Collin County, government figures show 66,709 bales of cotton to have been ginned last year. Had all this cotton been handled through the Association, it would have meant, in round numbers, \$25.00 per bale more to the cotton growers of Collin County, or an increased return of \$1,667,725.00.

"Likewise, Dallas County suffered a loss of \$97,450 on the 39,778 bales ginned; Ellis County, \$2,058,500 on the 32,269 bales ginned; Grayson County a loss of \$842,225 on the 33,689 bales ginned; Hunt County a loss of \$1,494,150 on the 59,765 bales ginned; Kaufman County a loss of \$1,238,000 on the 51,476 bales ginned; Limestone County a loss of \$1,352,000 on the 42,116 bales ginned; Navarro County a loss of \$1,824,400 on the 72,976 bales ginned; and Van Zandt County a loss of \$739,425 on the 29,577 bales ginned.

"The loss in these counties total \$11,961,675 or approximately \$12,000,000," Mr. Hall pointed out, "for which there was no reason to sustain. The Texas Farm Bureau Cotton Association last year, as at present, is open to all cotton growers. Those who were members last year profited very handsomely, and there is reason to believe that last year's record will be equaled again this year.

ENGINE UNLOADS.

Santa Fe Engineer Killed And Four Men Injured At Alvin, Texas.

CALVESTON, Aug. 18.—Engineer F. A. Abrams of a G. C. & S. F. freight engine was instantly killed and four others injured when the locomotive boiler exploded near Alvin, 25 miles west of here.

H. C. Parker, fireman, M. Cannon, conductor, W. R. Vierock and S. Tuckard, brakemen, were injured. The cause of the explosion is unknown. Parts of the locomotive were scattered four hundred yards.

AT THE PALACE.

"The Strangers' Banquet," that striking American novel of a great shipyard written by Donn Byrne, has at last come to the screen and will be seen at the R. & R. Palace Theatre for two days, beginning Monday. It has been filmed by that master director, Marshall Neilan, in association with Goldwyn Pictures Corporation. The use of an entire shipyard was obtained for filming the exteriors. Neilan, his actors, and hundreds of the workmen at the yards made use of them, after working hours, for weeks. The photoplay comes to the Palace hailed as the greatest picture Marshall Neilan has yet made. He devoted many months of arduous work to picturizing the famous story. Goldwyn placed the entire machinery of its studios at his disposal and lent him every possible aid. In fact, Mr. Neilan has publicly stated that he held up producing this picture for several years until his present association with Goldwyn so that he could have the resources and facilities at his disposition.

Mrs. J. M. Kinabrew, son and daughter, of Shreveport, La., are visiting here. Mr. and Mrs. T. W. Ferron here.

There was a gain of 359 new members in the last three months, bring the total to 1115.

**Are You a Member?
 If Not, Think It Over!**

Sweetwater Local Mutual Life & Accident Ass'n

W. W. Davis, Secretary-Treasurer.
307 Oak Street

Now Showing---

**The Latest in
 AUTUMN
 WEAR**

Max Berman



**UNUSUAL
 TIRE
 SALE**

Continuing for several more days, we will take your old tires in trade for New Ones. We handle the FISK and DIAMOND Tire lines. Both well known standard lines.

—SEE US—

**Sweetwater
 Vulcanizing
 Company**

Phone 397. SERVICE CAR Phone 397.

**Texas Bank &
 Trust Co.**

Sweetwater, Texas

Capital Stock\$100,000.00
 Surplus And Profits\$100,000.00

OFFICERS AND DIRECTORS :

G. E. Bradford, President
 T. L. Hughes, Vice-President E. B. Hull, Assistant Cashier
 R. A. Ragland, Vice-President J. N. Dulaney, Cashier
 J. R. Headrick, Director

Member of Federal Reserve

**The Only Guaranty Bank In
 Sweetwater**

**ICE COLD
 Watermelons**

Wade Market

TO MEET THE DEMAND OF ALL THE PEOPLE

We have in stock burial cases from seventeen dollars and fifty cents for the lowest priced and ranging up to one thousand dollars for the finest bronze. The same courteous personal attention given to every one—and credit to those who need it—is assured you by us.

Wright Furniture and Undertaking Company

NORTH OAK STREET.

Rev. R. A. Stewart left Saturday for a visit to Stanton.

Raphy Farris and Charles Kelsey are in Christoval on their vacation.

AUTOMOBILES REGISTERED.

Sales of Cars Holds Average During Summer Months.

Thirteen automobiles were registered the past week with the county tax collector, being about the average number registered a week during the summer months. It is predicted that the largest number of sales of automobiles in the history of Sweetwater will be recorded this fall, according to local agencies for the various makes of automobiles. Those registered the past week:

- Ford—E. D. Greathouse, Blackwell.
- Ford—J. D. Jones, Roscoe.
- Maxwell—H. B. Stratton, City.
- Ford—J. C. Pratt, City.
- Ford—John Kelly, Roscoe.
- Chevrolet—L. L. Preason, Roscoe.
- Ford—Juan Mendoza, City.
- Ford—T. Copeland, City.
- Ford—W. P. Hunt, Blackwell.
- Ford—W. H. Jalk, City.
- Ford—W. M. Mitchell, City.
- Ford—E. C. Brand, City.
- Ford—H. H. Rammes, City.

Dr. A. W. Canfil returned Friday night from Amarillo where he was called to treat J. J. Addington, who suffered a stroke of paralysis last week. Mr. Addington is considerably improved and as soon as he is able to move, he will be brought here to the Grogan Wells Sanatorium for further treatment. Mr. and Mrs. Addington have many friends in Sweetwater who will be glad to hear of his improvement.

AT THE SWEETWATER SANITARIUM.

Mrs. J. M. Dulaney is at the Sweetwater Sanitarium for treatment this week.

Miss Elnora Walton of Pyron was operated upon last week.

Mrs. Ratliff of Roscoe was at the Sanitarium for treatment last week.

Mrs. F. F. Selfret and little daughter are in Merkel visiting relatives.

Mr. and Mrs. Jesse Waites and children of Sulphur Springs are guests of Mr. and Mrs. Ray Smith.

Berry Bowen returned Friday from Coleman and Lubbock, where he went in the interest of his firm.

TO HOSPITAL.

By The United Press.

INDIANAPOLIS, Ind., Aug. 18.—After Joe Downey had sagged through ten rounds with Luis Firpo here, he was taken to a hospital, unconscious from injuries received. The sheriff watched the bout to see that it did not degenerate into a prize fight.

Miss Mabel Browning returned from Post Saturday where she was the guest of Miss Boren, who accompanied her home for a visit of a week.

J. W. Herndon has returned from Santa Anna and other points in Coleman County, where he went in the interest of his firm. He reports crop conditions there are no better than those in Nolan County.

Rev. and Mrs. J. T. McKisick and children returned home Saturday afternoon from Tennessee, where they visited her father, Rev. McKisick went to Tennessee last week to return with his family.

Mrs. Horde and children of Dallas, are visiting Judge and Mrs. H. C. Horde of this city.



FATTY FOSTER

Now I do not choose to oppose your views
But this music I will say,
If you go down and look around
You'll find that it will pay.

As Fatty says it will cost you nothing to look around, and you will find it will pay you to see us before buying your groceries. For flour try BELLE of VERNON. For Coffee try RAVENWOOD. Try our fine syrups and fresh vegetables and canned goods.

White House Grocery

Telephone No. 369. 115 North East First Street.



DUSTIN FARNUM
The
BUSTER

Monday And Tuesday

A Story of A Thrilling Love for Lover of Thrills!

"Six a. m."

A Funny Comedy,
—AND—
SPECIAL MUSIC
—By—
GEORGE COHOE
And His Orchestra.



Adults, 25c. Children, 10c.
—AND IT'S COOL ALL THE TIME—



Coming!
R & R PALACE
Wed. and Thurs.
23

SURE ENOUGH BIG STARS IN THE CAST

The story of a vast Pacific shipyard—of a real girl's fight with crafty men and luring adventuresses to save the fabulous wealth left in her hands.

MARSHALL NEILAN
presents
The Strangers Banquet

by **DOWN BYRNE**
with
Clara Williams, Robert Bennett,
Bertha Palmer, Paul Manning,
Dorothy Underhill, Eleanor Hunt,
Clara Colquhoun

A STRONG DRAMA OF LOVE AND COURAGE.

A True Masterpiece of Screen Entertainment.

A BIG PICTURE MADE BY

MARSHALL NEILAN

with a
BIG CAST.

Directed by **MARSHALL NEILAN**
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? What Is Your Future ?

What will it be ten years from now? Twenty- Will you have attained your goal or will you have dropped by the wayside? These are interesting questions and not easy to answer. **But one thing is certain:** Your decision today to start saving and to make it a habit will do more than any other thing to put you on the road to success. Start now and stick to it. Regularity and compound interest will do the rest. The view into the future will be clear and pleasant.

START TODAY
With a Savings Account

FIRST NATIONAL BANK

Oldest Bank in Nolan County

YOU'LL BE COOL

--YOUR--
R AND R PALACE
Will Present
MONDAY and TUESDAY

Organ Music
by
CICERO HOLDER

THIS WIFE—
Was Poor—
Coveted finery—
Envied Her Friend—
Misled Her Husband—
Until—
THE CRASH CAME

POOR MEN'S WIVES

THIS WIFE—
Was Rich—
Selfish—
And Vain—
She Merely—
Tolerated—
Her Husband—
TILL THE AWENING!

ALSO
FOX NEWS

DOES IT PAY?

For a woman to deceive her husband?
For a husband to neglect his wife?
For a woman to hide secrets in her home?
For a man to live only with greed for wealth?
See "Poor Men's Wives," and You'll find out.

AND COMEDY

SHOWS START 2-4-6-8-10 P. M.

Adults 30c Children 10c
Loges 10c