

June 22nd—President Truman's recommendation for a law changing and making more certain the matter of presidential succession, in the event of his death, has met with favorable response in Congress. Under existing law, should President Truman die the Secretary of State would become our Chief Executive. There is a feeling that an appointed official such as the Secretary of State should not be elevated to the Presidency. However, a precedent promotion from the Secretary of State's office to President Truman near being established in the early days of our history. Thomas Jefferson, James Madison, James Monroe, and John Quincy Adams, 3rd, 4th, 5th and 6th Presidents respectively, all served as Secretaries of State before being elected President.

Two recent Supreme Court decisions have been greatly disappointing to many of us here in Congress. Several years ago I voted for a bill to deport Harry Bridges, notorious member of the Communist party and president of the west coast maritime workers' union. Attorney General Biddle later ordered his deportation. The Supreme Court in a 5 to 3 decision said No. The Supreme Court also reversed by a 5 to 4 vote a conviction in the courts of New York of twenty German Bundists who had long records of subversive activity. Technicalities have again defeated justice.

In a local newspaper I see the picture of the Queen Mary just returned to New York City with 15,000 American soldiers aboard. More than two years ago I saw 15,000 American boys loaded on the Queen Mary for overseas. To have seen the Queen return would have been a much more joyous experience. The Queen Mary and the Queen Elizabeth, known as the Queens, are the two largest and fastest passenger ships afloat. Both are relatively new and are owned and manned by the British. Both have been in the American service during the war. At the time I saw the Queen Mary load in New York City, she had even then sailed an equivalent of eleven times around the world at the equator, had carried more than 200,000 American soldiers across both oceans, and although sailing without convoy had never had an accident or lost a man.

It was my pleasure to have as my guest at the Texas delegation luncheon this week Dr. Luther Evans, who had just been named by President Truman to head the Congressional Library. Dr. Evans hails from Bastrop, Texas. He and I were born in the same year, entered the University of Texas at the same time, were friends there, and both worked our way through that institution.

General Ike Eisenhower's appearance before the joint session of Congress on Monday of this week was a notable event. To me the most significant lines in his excellent address was the following statement made in reference to the American soldier: "He knows that in war the threat of separate annihilation tends to hold allies together; he hopes that we can find peace a nobler incentive to produce the same unity. He sees the United Nations strong but considerate; humane and understanding leaders in the world to preserve the peace he is winning."

General Eisenhower, who calls Kansas his home, explains his birth near Denison, Texas, by saying, "Yes, I was born in Texas, but it happened like this: The grasshoppers ate my daddy's crop up over in Kansas, and he moved into Texas for a season to make ends meet. It was the grasshoppers that caused me not to be born in Kansas."

A colonel just back from the Philippines gives an interesting account of the capture of a Kamikaze or Japanese suicide pilot. This Jap, who speaks English, told Americans he and four other men were called out from a regiment line-up in Tokyo and told they were about to die for the emperor. No previous notice had been given them. Their funerals were then held. They were next loaded in the cockpit of the Baka Bombs, small planes made into a bomb, and sent aloft. This Jap said he was willing to take his chance in battle but resented being forced to die for the emperor. He had no parachute and was sealed into the bomb plane. On a million to one chance, he picked out a smooth American-held beach where no trees were visible and skidded the plane in on its tail. This prevented its explosion. He was found and cut out of his presumed coffin. With great gusto and in good English, he said, "to h--- with the Emperor!"

## Cotton Flea Hopper Threatens To Infest Knox County Farms

Many Knox County cotton farmers are interested in methods for controlling Cotton Flea Hoppers and also are interested in being able to make observation as to flea hopper damage in order to determine the necessity of poisoning, according to R. O. Dunkle, Knox County Agent.

The flea hopper is a tiny green insect that attacks cotton just at the time the squares are being formed. First indications of flea hopper damage is the lack of blooms and the failure of the plant to produce bolls.

The flea hopper is, without a doubt, the most injurious cotton insect of Knox County, for the reason that its damage to the cotton is not known until thorough examinations are made by the farmer.

One of the best known methods of determining flea hopper damage is to use a net that is funnel-shaped, the mouth of the net should be 16 inches in diameter and a handle attached to the 16 gauge wire that forms the mouth of the net to be attached to an old broom handle that is about two and one-half feet long. The proper way of using the net is to make one hundred sweeps across a row of cotton brushing the top of the plants over which the net passes. The flea hoppers are then forced downward into the narrow part of the funnel and, if from 15 to 25 flea hoppers are found per one hundred sweeps the infestation is sufficiently high to warrant the application of sulphur.

These flea hopper counts should be made in five different parts of the cotton field and the average of all counts made to determine whether or not the flea hopper damages are sufficient in number to justify the cost of poisoning.

G. S. Dowell, of the vocational agricultural department of Munday, has agreed to make these flea hopper nets for sale to the farmers at actual cost, which will perhaps range from 50c to 75c.

## Pfc. Eual Hendon In Cited Battalion

With the 15th Army in Germany—With combat area work in Holland and Germany to its credit, Company C of the 381st Engineer Construction Battalion has been awarded battle participation listing for its activities during the final drive to Hitler's Reich, it has been announced by headquarters of Maj. Gen. Hugh J. Gaffey's XXIII Corps.

Pfc. Eual D. Hendon of Knox City, son of Mrs. L. M. Rice, is a member of the 381st Battalion. His wife also resides in Knox City.

Company C, since cessation of hostilities has been busy with repair of roads and reconstruction of bridges on U. S. Military supply routes in Germany.

Activated as part of the 281st Battalion in March of 1944, Company C men had their basic unit training at Camp Vandorn, Miss., after which they were sent to England. In England, at the Wainford Pontoon Bailey Bridges School, the outfit took top honors with erection and tearing-down of a 140-foot bridge in four hours and 23 minutes.

After arriving on the continent, the company was with the Ninth U. S. Army and the British Second Army before joining the 15th Army.

## Family Reunion

A family reunion held Sunday in the Knox City park honored SIC Noble and Pvt. Jack Land. Those present were Mr. and Mrs. Arnold Land, Sandra and Mickey, Mr. and Mrs. A. Y. Barnes, Mr. and Mrs. Chester Smith, Maryland and Dee Wayne, Mr. and Mrs. T. R. Busby, Mr. and Mrs. Jack Land and Jerria and Noble.

Both brothers have been overseas and received a 30-day furlough on the same day. Jack was wounded on Luzon and Noble is back from Okinawa for ship repair following a Jap suicide plane attack that damaged his ship.

Rev. and Mrs. Lloyd Hamilton are attending the Methodist Intermediate Camp at Leuders this week with most of the intermediate members from the local church also attending. Mrs. Joe Watkins left Tuesday morning to be camp nurse for the week.

## Pfc. Leo Park Home After Overseas Tour

Pfc. Leo Park is home on furlough from the Army hospital at Okmulgee, Okla., where he is receiving medical attention for wounds received in Europe.

With the 78th Infantry Div. in Germany—An advance command group of Co. C, 309th Regiment, 78th "Lightning" Division, numbered only three men at the beginning of the day and five men at the close, but it took five towns and 141 prisoners.

Pfc. Eldred L. Park, Route 1, Knox City, Texas, was with the group as a driver during the capture of three of the towns.

The original trio, spearheading the group, rolled over a hill and into the town of Kemmerich in the midst of a large group of Germans preparing to escape in two trucks. The motors were running and men were piling into vehicles when the party appeared. The haul was 70 prisoners.

Later in the day, with the addition of two more men, the party captured a German lieutenant colonel, two captains, a lieutenant, and 22 enlisted men.

Other towns taken by the combination were Linzenbach, Bruckendorf and Schauenhof.

## Major Robertson Stationed Ft. Worth

Fort Worth, June 21—Major Arthur B. Robertson, Jr., veteran of 56 combat missions in the Mediterranean theater, has been assigned to duty at Ft. Gen. Barton K. Yount's AAF Training Command headquarters, where he will serve in the personnel division.

From its headquarters here, the Training Command operates a nationwide network of flying and technical schools to provide individual training for virtually all AAF personnel, including pilots, bombardiers, navigators, gunners, and technicians.

Major Robertson was originally commissioned in November, 1941, as a pilot. He was overseas for 13 months and was awarded the Distinguished Flying Cross, the Air Medal with five oak leaf ribbons, the European theater ribbon with three battle stars, and the American Defense and American theater ribbons.

Major Robertson's wife and son, the former Dorothy Shaver, have been making their home in Knox City for some time during his absence.

## An Ordinance

Prohibiting any person under the age of eighteen (18) years from loitering, loitering or idling in any public place in Knox City, Texas, between the hours of 11 o'clock p. m. and 7 o'clock a. m., providing a penalty for violation thereof and declaring an emergency.

Be it ordained by the City Commission of the City of Knox City, Texas:

SECTION ONE: It shall hereafter be unlawful for any person under the age of eighteen years to loiter, loiter or idle in any public place within the corporate limits of the City of Knox City, Texas, between the hours of 11 o'clock p. m. and 7 o'clock a. m.

SECTION TWO: Any person violating this ordinance shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not to exceed one hundred dollars.

SECTION THREE: The fact that such loitering, loitering or idling should be immediately restrained and the further fact that there is now no city ordinance prohibiting it creates an emergency and an imperative public necessity that the rule requiring ordinances to be read at two stated meetings and not to become effective until ten days after publication, be suspended and this ordinance is passed on second reading and final passage and shall take effect and be in force from and after final passage and publication.

Finally passed and approved this 19th day of June, A. D. 1945. Attest: ROY BAKER, Mayor  
J. G. DUTTON, City Secretary

Miss Virginia Parkhill, daughter of Mr. and Mrs. E. G. Parkhill gave a recital Tuesday evening at Hardin-Simmons College in Abilene. Mr. and Mrs. Parkhill, Ensign and Mrs. E. G. Parkhill, Jr., and Miss Madeline Lowrey attended from Knox City.



## Pfc. Leon Strickland Says Liberation Day Greatest In His Life

Seven months in a German prison camp on short rations, a timely liberation by the 7th Army, an airplane flight to port of Le Havre, France, boarding an ocean liner and a quick trip home to his anxious parents—it all seems like a dream now, a bad dream in spots, but to Pfc. Leon Strickland it is a dream come true.

Leon arrived home last Thursday after a whirlwind trip following his liberation, to spend a 60-day furlough here with his parents, Mr. and Mrs. C. C. Strickland. It is his first trip home in over three years—three years crowded with action in North Africa, Italy, France and Germany. Although a member of the Medical Corps, Leon has been up there where the going was rough, armed only with the medical corpsman's arm band and helmet insignia.

Entering the service on March 4, 1941, Leon received his basic training at Camp Bowie, Texas. He shipped overseas on April 1, 1942, landing at Oran, North Africa. He saw service in Morocco and Algeria when the Allies were testing their steel against the Germans in the first major assault.

Landing with the 36th Div. at Salerno, Italy, Leon got his bath of enemy fire when the 36th was cut up badly while taking a foothold on the continent, a foothold that was to put the jinx sign on the Axis. Here Leon was wounded, recuperated and received the Purple Heart award. After advancing with the victorious army beyond Rome, the 36th withdrew from Italy and took part in the invasion of Southern France.

Disembarking in the Marseilles sector in the early part of September, 1944, Leon moved up with the rapidly moving Allied army to near the German border, where at Alsace-Lorraine he was captured while on an evacuation mission at the front. September 25, says Leon, is one date he will not forget, for that was when it happened.

"We received a call to evacuate a wounded man on the front line and with two stretcher-bearers I moved up to the area where the injured soldier was supposed to be," Leon replied to a question concerning his capture. "Here we found two wounded men and thinking that possibly there was some mistake and yet another wounded man somewhere around the two stretcher-bearers with the two casualties and after inquiring 'where the actual front was' advanced a short distance to a sharp rise or mound in the terrain. After creeping up cautiously to the crest of the rise, I raised up slightly to peer over and try to locate the other casualty. I stepped out from nearby trees stepped out what looked like half of the German army armed to the teeth with automatic weapons, all pointed my way. Needless to say, their request that I surrender was right in line with my trend of thought at the moment. 'Had I been armed, resistance would have meant instant death.'"

"I was taken to a command post and turned over to a German captain, a medical officer, who was busily eating a meal at the time. He looked me over pretty sharply, invited me to sit down and have a bite to eat. He tossed me some hard bread and then asked a few questions: 'What are you doing over here fighting, anyway?' was one question he insisted on an answer to. 'Naturally, I answered only those required of prisoners-of-war. Finally, he said, 'You are fighting for the same reason I am. Hitler is mad at Roosevelt and Roosevelt is mad at Hitler. Therefore, you and I are doing the fighting.' I couldn't

## George Hardberger Seriously Injured In Farm Accident

While making an adjustment on the clutch of a tractor on his farm east of Knox City late Friday afternoon, George Hardberger suffered painful injuries when the machine was accidentally put in motion. Knocking him to the ground, a rear wheel of the tractor passed over his body, causing internal injuries in the pelvic region.

Mr. Hardberger was rushed to the Knox County Hospital where examination showed his injuries to be less serious than at first thought. Late reports are that Mr. Hardberger is resting well. Attempting to adjust a clutch on the machine driven by a farm hand, Mr. Hardberger inadvertently caused the clutch to become engaged while standing in front of a rear wheel. The machine started forward suddenly, throwing him under the wheel.

Messages wishing a speedy recovery for the well-known veteran peace officer have come from friends far and near. Mr. Hardberger was recently installed as City Marshal here. He served for years as a deputy sheriff in this county.

## Baptists To Select Pastor Next Sunday

Members of the First Baptist Church will select a pastor next Sunday from the field of four guest pastors appearing in the local pulpit within the last six weeks.

Officials of the church are anxious to have a large representation of the membership on hand Sunday to take part in making a choice for pastor.

Rev. John Stout preached to two large audiences last Sunday. Previously, the Revs. K. B. Echols, J. L. Davis, and J. B. Jones had appeared in the pulpit.

Members are urgently requested to have a voice in the voting next Sunday.

## Farms Loans Being Made To Veterans

The Farm Security Administration has been authorized by Congress to lend 25 million dollars in the next 12 months to returning service men who want to buy family size farms, and will start making these earmarked loans on July 2, through more than 2,000 county offices. Part of an additional 25 million, not restricted for the use of veterans, also may be used to make loans to discharged service men.

The loans, made under terms of the Bankhead-Jones Farm Tenant Act of 1937, can cover the full purchase price of a farm and allow up to 40 years for payment. They bear interest at 3 percent on the unpaid balance. Applicants must find for themselves the farms they wish to purchase. Each farm is appraised, and a loan is made only when the purchase price is in line with the farm's actual value, based on its long-range earning capacity.

agree with his logic and let the question drop unanswered.

"I was placed in a prison camp at Strasburg and remained there two months. Then I was moved to Moosburg, near Munich, a large prison camp near the second largest city in Germany. Life was pretty sordid there, but we received fair treatment. We had very little food, in fact if it had not been for the Red Cross food packages coming through, we would have been in the same condition as some of those who have been in the newsreels and magazines. We made it pretty good, better than lots of the fellows. But it was a grand day, April 28, when the 7th Army rolled in and opened the gates of freedom," he concluded.

Leon said that quite a lot of "foodstuff was smuggled there by sympathetic Germans, slipping it by the sharp eyes of their guards. 'There are evidently some good Germans, some that were not dyed-in-the-wool Nazis, for they risked certain death in slipping us foodstuff,' he said.

After his liberation, Leon was flown to Le Havre, where he boarded an ocean liner and made a fast passage to the U. S. Without a hitch, he came on across the country and planted his feet under the family table.

Leon has more than enough discharge points and thinks he will possibly be released after reporting back for duty.

## Pfc. Dan Martinez Gets Infantry Badge

With the 33rd Div. on Luzon—Pfc. Daniel F. Martinez, son of Mr. and Mrs. Jessie Martinez of Knox City, Texas, has recently been promoted from private and awarded the Combat Infantryman's Badge. Pfc. Martinez is a BAR man with the 136th Infantry of the veteran 33rd Division now engaged in the liberation of Luzon.

Pfc. Martinez had his first taste of combat with the Japs on the Kennon Road, in the Tebo area of the Agno River valley, and the Lawicin sector in the fighting at Bagulo.

During the fighting in the Tebo area, the doughboys engaged a Jap force making a fanatical last stand for a ridge which was a key point in their defenses. After the roughest fighting encountered thus far by Pfc. Martinez's unit was over, they had knocked out three Jap machine guns and many riflemen. Pfc. Martinez added to this total by getting a Jap sniper as the latter fired from a spider-hole.

Pfc. Martinez was employed at the Oakland Naval Air Station prior to his enlistment into the army in 1944. He received his basic training at Camp Roberts, California and left for overseas duty in February, 1945, joining the 33rd Division in April.

In addition to the Combat Infantryman's Badge, Pfc. Martinez has the Philippine Liberation Ribbon with a bronze battle star for combat on Luzon.

## KC Campfire Girls Enjoy Outing At Leuders Assembly

The Oweeda Campfire Girls of Knox City were in Leuders last week at the Campfire Area Summer Camp. Mrs. H. M. Jones, assistant guardian, and Mrs. J. O. Hamm, sponsor, accompanied the girls.

Work and play planned for the entire week, under the direction of Mrs. Fred Stockdale, area executive secretary, kept the girls busy from 6:45 in the mornings to 9:00 at night. Every morning the girls met in assembly before breakfast. After breakfast the girls went back to their cabins for campers caper at which time they cleaned their cabins and got ready for the days work. Classes each day were given in handicraft, campcraft, naturecraft, singing and swimming.

Tuesday night was Campfire's birthday. The Blue Birds gave a candle ceremony on the river and then all girls went to the tabernacle where all were served a piece of birthday cake.

After the birthday party, the Knox City girls dressed as tramps for a masquerade party and at the tabernacle gave a clever and amusing stunt as their part of the entertainment for the night.

Wednesday night the Blue Birds put on a special program witnessed by the entire group and many visitors before they left for home.

Thursday night was the big night for the Campfire girls. They presented a special program and received awards before breakfast camp to come home.

Quiet Tent Honors and a Good Campers Honors were awarded to the following: Zana Ann Hamm, Carol Ann Armstrong, Julie Frizell, Wanda Carol Denton, Jo Denton, Mary Ann Vance, Roma Jan Spikes, Jane Knight, Ann Schelling, Betty Sue Teague, Wilma Lee Woodward, Melba Reed, Patsy Yarbrough.

Good Service went to all the Knox County Campfire girls. This was a distinction won only by the Knox City girls.

Trailseeker awards went to the following: Wanda Carol Denton, Jo Denton, Mary Ann Vance, Melba Reed, Patsy Yarbrough.

Wood Gatherer awards went to: Carol Ann Armstrong, Zana Ann Hamm, Ann Schelling, Betty Sue Teague, Wilma Lee Woodward.

After the program the girls broke camp and departed for their homes. This was a most enjoyable and pleasant trip for the girls and all are looking forward to a profitable Campfire year and a trip to camp next summer.

Sgt. Bud Thompson arrived Wednesday from a year's service with the 11th General Hospital Unit in England. His wife met him in Munday. He is the son of Mr. and Mrs. H. M. Thompson. Their other son, Pfc. Travis Thompson will arrive in Fort Worth Saturday morning from Fort Pierce, Florida.

## Knox City Over on E Bonds; County Lags Far Behind

Knox City again sounded the "over-the-top" bell on sales of E Bonds in the 7th War Loan. Sales figures at midweek showed a total of over \$500 in excess of the quota of \$71,300.

Negotiable Bond sales are lagging slightly behind the quota but finance committee officials say the sales of this type bond does not come under the heading of hard work. Credits for sales are extended over a longer period of time than for the E Bonds.

Knox County overall sales are sadly lacking due to some areas falling far behind in sales of E Bonds. Knox County rated 49th, with 67.12 percent subscribed as of June 21.

## Capt. Albertson Receives Award

With Army Forces in New Caledonia—Captain Howard T. Albertson, Munday, Texas, has been awarded a letter of commendation by Major General Frederick Gilbreath, former South Pacific Base Commander.

Captain Albertson, a member of the Adjutant General's Department, was cited for "outstanding services in conjunction with the operation of the University of the South Pacific, first G. I. college overseas."

The citation further stated: "You gave generously of your time and efforts to help make a success of this pioneering project in the field of education, on the higher level, in an overseas war theater.

"Through your devotion to duty and that of your associates, this institution was conceived and put in operation. Material benefit has accrued to members of all services at this base, as a result of your diligence and generosity."

## Benjamin HD Club To Have Party

The Benjamin Home Demonstration Club met last Friday in the home of Mrs. Red West. Miss King gave a demonstration on preparing frozen food that was highly instructive. Twelve members and one visitor were served refreshments of ice cream and cake.

Each member brought a jar of good or spoiled fruit that was used in the demonstration to show different stages of decomposition. Mrs. West's home had been remodeled lately and was a delightful place for the meeting.

The next meeting will be held the second Friday in July in the courthouse assembly room.

Friday night, June 29, the club will have a "Backward Party" at 8:30, proceeds to apply on the library fund. Guests will pay a penny per inch of waistline measurement. Refreshments will be served. The public is cordially invited to attend.

## Texas Poets To Try for Awards

Texas poets are invited to submit poems on the theme of thanksgiving in a poetry contest now being directed by the National Thanksgiving Association.

From winning poems will be selected poems for a new book featuring the theme, now being planned by the Association.

Rules of the contest and list of awards offered may be had by addressing the state chairman, Joseph English, Truscott, Texas.

Cpl. Junior Reeves of O'Brien has received a discharge from the Army with a total of 92 points. He has been overseas in the Pacific area for over three years.

## The Weather

Observations furnished by Roy Baker and Mrs. Louise Finley

Daily Temperatures				
Date	High	Low	Barometer	Rain
June 21	91	63	30.00	
22	91	64	30.00	
23	92	62	30.00	
24	103	65	30.00	
25	105	66	30.00	
26	102	70	30.00	
27	110	75	30.00	

Rainfall To Date  
Total rain this week.....0.04  
Total rain this year.....7.51  
Total this date last year...13.62

★ ★ ★ ★ ★

# TEXAS THEATRE

KNOX CITY, TEXAS

Saturday Only—Matinee & Night  
June 30

## 'Sheriff of Sundown'

Allan Lane—Linda Stirling  
Also Selected Short Subjects

SUNDAY and MONDAY  
July 1 and 2

## 'Our Hearts Were Young and Gay'

Gail RUSSELL—Diana LYNN  
Chas. RUGGLES

Also Comedy & Newsreel

TUESDAY and WEDNESDAY  
July 3 and 4

## 'CAREER GIRL'

Frances Lankford—Edw. Norris  
Also Selected Short Subjects

THURSDAY and FRIDAY  
July 5 and 6

## 'Winged Victory'

Sgt. Mark Daniels—Sgt. O'Brien  
Cpl. Allen Baxter—Jeanne Crain  
Also Selected Short Subjects

★ ★ ★ ★ ★

Forty-one crops are produced in Texas on sufficiently large scale to be given separate listing by the Department of Agriculture.

About 85 per cent of the Angora goat population of the U. S. is in Texas.

Texas has approximately 300,000 bee colonies, producing around 4,000,000 pounds of honey and \$2,000 pounds of beeswax.

Texas' largest single chomurglo raw material is in the 13,000,000 acres of East Texas pine and hardwood forest.

Texas is now in its sixth year since 1842.

## Agent Says Garden Sprays Dangerous In Some Instances

Texas Victory gardeners—there were more than a million of them last year—should use great caution in handling some of the spray and dust insecticides which they will use on their vegetables this year, says R. O. Dunkle, Knox County Agent. Many of the mixtures are harmless to humans, while others contain active poisons. Many death-dealing combinations are required to control worms and bugs which dine off gardens.

Extra precaution should be taken in handling and using arsenical mixtures such as calcium arsenate, lead arsenate and paris green; and equal care exercised with sodium fluoride, sodium fluosilicate, cryolite and nicotine compounds, Dunkle says. When mixing or applying insecticides keep the mouth and eyes protected and the body well covered. Do not spray or dust with legs, arms or shoulders bare; and wash face and hands thoroughly after contact with any insecticide. It also is a good practice frequently to wash clothing worn while spraying.

Dunkle suggests these additional safeguards: Don't keep sodium fluoride or other insecticides where foods are stored, and always see to it that containers are plainly marked, kept tightly closed and placed well out of reach of children. He cautions not to leave open containers in which materials are being mixed, nor set aside batches of prepared insecticides where animals can lick them in passing. Domestic animals and livestock should not be allowed to feed on crop remnants which have been sprayed, nor have access to drinking water contaminated by poisonous insecticides.

As further precautions, he recommends burning bags which contained insecticide material, and burying discarded materials deeply and away from water supply or drainage. Arsenical containers should be burned in the open with care to avoid exposure of persons or animals to the resultant fumes.

The Big Bend section is providing Texas first national park. This single area includes mountains, plains and desert.

## The Family Altar

By Rev. Violet Myers  
Co-Pastor Foursquare Church

Listening to the news broadcasts over the radio, one becomes alarmed at news from different cities and states about the acute shortage of food of all kinds, and cannot help but wonder why in a land of plenty that this should be, but as we turn to the Scriptures in Luke 11:31 we may find the answer to the problem.

It says, "But rather seek ye the kingdom of GOD, and all these things shall be added unto you." What are the things that Jesus was referring to in this scripture? Jesus had just told his disciples the parable of the rich man that was possessed with plenty of this world's goods and had decided to tear down his barns and build bigger ones to accommodate the surplus supply. But that man had forgotten to build for eternity. He was only thinking of his earthly needs, but was not rich in the things of God.

So Jesus told the disciples "Take no thought for your life, what ye shall eat; neither for the body what ye shall put on; and then he reminded them that God clothed the grass of the field with the beautiful lily that even outdid Solomon in all his glory. And also that the raven had neither to sow nor reap, and had neither storehouse nor barn, but that God feedeth them. How much more are ye better than the fowls? He also went on to tell them that if God so clothed the grass of the field, how much more will he clothe you, O ye of little faith.

Dear ones, the answer to the whole problem is this: That as a nation we are forgetting to seek God in all things, but are striving to settle the problems by ourselves. If we could only realize that this nation was founded on the word of God, and that the Constitution of these United States was written only after God had been sought in Prayer, I believe that if again during this critical food shortage we as a nation would seek the guidance and wisdom of God that He alone would help us to solve the problem.

In Matthew 6:32 we find these words, "Your heavenly Father knoweth that ye have need of all these things", and the next verse says, "But seek ye the Kingdom of God, and his righteousness and all these things shall be added unto you. Take therefore no thought for the morrow for the morrow shall take thought for the things of itself." God bless you.

Rev. Violet Myers and the Family Altar.

(Paid)

Prehistoric animals that lived in Texas were elephant, mastodon, tapir, horse, camel, bison, ground sloth, giant wolf, giant armadillo and saber-toothed tiger.

## Select Awards for Boy Scout Gardens



A General MacArthur Garden Medal (above) will go to a limited number of Boy Scouts in each community who do superior jobs in raising and harvesting a variety of produce in gardens of at least 400 square feet. It is provided by the National Victory Garden Institute. Boy Scouts throughout the nation are not only planting gardens but will also work on farms. The Green Thumb Certificate (below) will go to every Scout raising food and reporting it to his Local Boy Scout Council.



Texas school children have been furnished free textbooks since 1911.

There are 130 bridges across the Mississippi River.

The large gas field at Carthage in Panola County is one of the greatest gas reserves in the U. S.

The Texas State School for the Blind at Austin, founded in 1859, has an enrollment of 195.

The passenger pigeon became extinct in the United States in the 1880's.

In China the mourning color is white; in early Egypt it was yellow.

The custom of presenting keys of a city goes back to medieval times, when every fortified town in Europe was surrounded by walls and people could only enter or leave by the gates.

There are about 20,000 species of birds in the world, about 800 of them being in the U. S.

Mrs. A. E. Propps returned Sunday from Minneapolis, Minn., where she, accompanied by her daughter, Miss Lora Jean Propps of San Antonio, attended the graduation of Miss Marjorie Propps from the University of Minnesota, and her marriage to Lt. E. R. Berkeley, Enroute home Mrs. Propps visited her sisters at Fort Dodge, Kansas, and Oklahoma City.

Mr. and Mrs. Milton Bradberry returned Wednesday night from a trip to different points in South Texas. They brought Henry Hackfield, Jr., home for a 72-hour pass to visit his parents.

The G. A. Girls met in Mrs. Holcomb's home Monday night. There were five girls present, Marie Robin, Ruth Denton, Anna Lois Denton, Frances Smith, and Jessie Marie Lewis. The girls will meet next Monday night at 8:30 in Ruth Denton's home. G. A. Girls please come!

### MEMORIAL

In loving memory of Blanche W. Pope, who left us one year ago on June 28th:

We cannot think of her idle. She must be a homemaker still. God giveth His tasks to these angels Who are fittest the tasks to fulfill. In that Country that knows no pain, She waits in an open doorway To welcome us home again. —Her family

Mrs. L. B. Hammer of Houston is here visiting her sister, Mrs. H. E. Wall and family.

### FISS Tubes

SINCLAIR STOCK SPRAY and PD Insect Spray

Tail Pipes and Mufflers

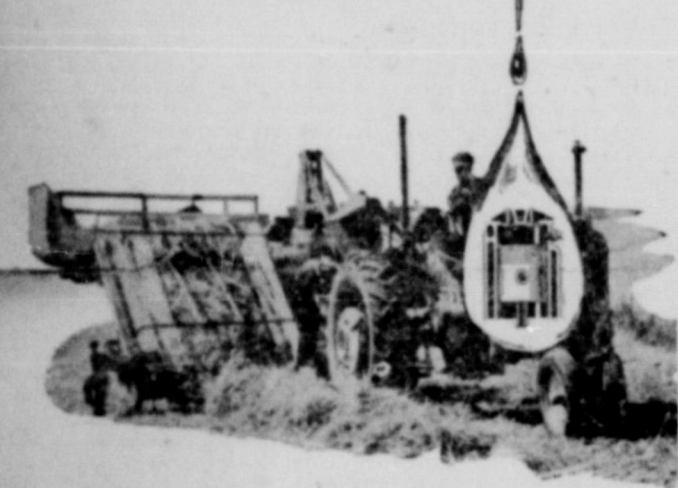
Plenty of Fram Cartridges

Car Polishes

"Rust Master" for Radiators

CASH'S Service Station  
Sinclair Products

## WHEN YOU USE AMALIE IN THE CRANKCASE



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## KNOX COUNTY HERALD

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**SINGING NEXT SUNDAY AT CHRISTIAN CHURCH**

The regular Sunday singing will be held at the Christian Church next Sunday afternoon. Everyone invited to come out and help in the singing.

Dr. and Mrs. T. P. Frizzell, Jr., Julie and Ken are spending two weeks at the Mountain View Ranch at Cowles, New Mexico.

Mrs. Sam Anderson has returned home after visiting her daughter, Mrs. S. E. Adams at Mineola for several weeks. Mrs. Adams accompanied her home and will remain for some time.

Mrs. Tom Hampton, Sandra Lyn and Tom Lauren, Misses Lyn and Wynelle Edwards, all of Dallas, are here visiting their parents, Dr. and Mrs. T. S. Edwards.

**Needmore-Hutto**

Mr. and Mrs. Kenneth Johnston were honored with a wedding shower last Sunday afternoon in the O'Brien Baptist Church. They received a very lovely shower.

Mrs. Inez Carver spent several days last week in Hico visiting relatives.

Mrs. Charlie Heater of Brownwood visited her sister, Mrs. Bud Carver, Sunday night, June 17.

Janis and Patsy Carver are doing nicely after having had their tonsils removed last week.

Mr. and Mrs. Walter Houston and son of Los Angeles, Calif., and Mr. and Mrs. Leonard Houston and family have been visiting their sister, Mrs. Clyde Williams and also their parents, Mr. and Mrs. L. L. Houston in town, and other relatives.

Mrs. Bud Carver has a vacation this week and is visiting her mother, Mrs. J. H. Rex and other relatives in Vernon.

Little Clyde Williams, Jr. enjoyed his first airplane ride at Knox City last Sunday afternoon.

Mr. and Mrs. C. C. Carver and Mrs. Virgil Strickland and son spent Saturday night and Sunday with Mrs. J. W. Carver and Inez.

Visit our Lending Library. Lots of new and old editions. Ross' News Stand.

Mr. and Mrs. Sam White were business visitors in Fort Worth Tuesday.

**Locals**

Miss Jean Tallant of the Bush & Burnett ranch spent the past week with her sister, Mrs. J. D. Smith and family at Truscott.

Bob Park of Abilene spent Sunday here with his sister, Mrs. Neal Logan and Mr. Logan.

Mr. and Mrs. E. E. Teaff had as their company this past weekend, Mr. and Mrs. Burris Teaff and baby of Oklahoma City, the Abb Thomasons of Kennitt and Mr. and Mrs. A. D. May of Rule. Burris Teaff left Tuesday to enter the Army.

Mr. and Mrs. Rip Collins and Rip, Jr., of Orange are here visiting the Hut Corleys.

Alton Heater, SIC, son of Mr. and Mrs. Roy Heater, has been here with his parents and wife. His wife accompanied him back to the U. S. Naval Training Station at San Diego.

Mr. and Mrs. Jack Paul received a wire from their son Raymond Paul, SIC, that he had landed in San Diego and would arrive today on furlough. He has been overseas eight months.

Cpl. Leland Huntsman is back in the States after 40 months of overseas duty with a hospital unit and is expected home for a visit soon.

Mrs. Charlie Durham is in Long Beach, Calif., visiting her father and sisters. While there she has seen the hospital ship Comfort that Paul Hoge is on.

Mrs. J. C. Durham and children are visiting her parents in Phoenix, Ariz.

C. W. Odom's son from Montana has been here visiting him and Mrs. Odom.

Mrs. H. M. Thompson, Mrs. Joe Cushman and Matthew Henry spent Monday in Wichita Falls.

Mrs. Hugh Webb returned Tuesday from Houston where she had been visiting her sister for the past two weeks.

Lt. and Mrs. Roy B. Carnes and son of the Pampa Air Field were here on an 8-day furlough visiting her parents, Mr. and Mrs. J. J. Denton and other relatives.

Mrs. Cassie B. Shivers, superintendent of the Red River County Hospital, and Dorothy White of Clarksville are here visiting Dr. and Mrs. T. S. Edwards.

Mrs. Kenneth T. Edwards of Brownwood has been visiting her husband, Lt. Kenneth T. Edwards at Fort Butler, North Carolina. While there they had a wonderful trip to New York. Lt. Edwards has received his orders to report to the West Coast for overseas duty and they are now enroute there with several days allowed him for a short visit with his parents, Dr. and Mrs. T. S. Edwards.

Herman Egenbacher was a business visitor in Dallas Monday.

For new and renewal subscriptions of any publication, see Ross' News Stand.

**Hospital News**

**Patients in Hospital June 26**  
Alice Bonita Russell, Seymour G. T. Hardberger, Knox City  
Mrs. W. T. Montgomery, Munday  
Roy Woodward, O'Brien  
Mrs. Glenn Hill, Rochester  
Mrs. Ed. Helms, Knox City  
Mrs. M. P. Fritta, Rochester  
Mrs. A. L. Lea, Knox City  
W. A. Holt, Benjamin  
H. J. Windeborn, Sagerton  
Mrs. L. A. Bockley, O'Brien  
W. L. Capps, Truscott  
Mrs. Pete Helton, O'Brien  
Mrs. Billy Joe Averitt and baby daughter, Knox City  
Mrs. Cecil Gulley, Munday  
H. T. Ward, Aspermont

**Patients Dismissed Since June 19**  
Mrs. Raymond Butler, O'Brien  
C. B. Williams, Rochester  
A. Cox, Rochester  
Mrs. A. R. Sayers, Old Glory  
Mrs. T. J. Stilton, Vera  
Jeanette Tierce, Rochester  
Wynell Eakins, Rule  
Bobby Owens, Knox City  
Mrs. V. O. Smith, Crowell  
Janis Carver, O'Brien  
Patsy Carver, O'Brien  
Capt. O. D. Propps, Benjamin  
William Henry Arledge, Seymour  
Horace Newberry, Rochester  
Royce Newberry, Rochester  
A. C. Denson, Rule  
A. J. Kavar, Munday  
Mrs. J. C. Moorhouse and baby son, Benjamin  
Mrs. A. J. Kavar, Munday  
Mrs. E. W. Casetephens and baby daughter, Rochester  
Jerry Kilgore, Benjamin  
Mrs. Willard Kilgore, Benjamin  
Baby Grl Haynie, Rochester  
Jim Henslee, Munday

**Births**  
Mr. and Mrs. Scott White, Rule, a son  
Mr. and Mrs. Frank Vojufka, Munday, a daughter  
Mr. and Mrs. P. H. Pierce, Benjamin, a son  
Mr. and Mrs. J. J. Trepanier, Benjamin, a son

BUY WAR BONDS & STAMPS

Mrs. C. C. Hoge and Mrs. Dan Stenley met Paul Hoge, Ch. PM, at Quanah Tuesday.

Ensign E. G. Parkhill, Jr. and his bride have been here visiting his parents, Mr. and Mrs. E. G. Parkhill and other relatives. Ensign Parkhill received his wings two weeks ago at Corpus Christi where he is now stationed.

Mr. and Mrs. W. R. Swan and Suzanne of Dallas visited the Charlie Mosses Sunday and Monday. Mrs. C. W. Clark and daughters, Kitty Ann and Judy of Amarillo are visiting them this week.

Mrs. Dan Stenley has just returned from a visit in Sweetwater with her husband's parents.

**Fresh, Cold, Crisp Fruits & Vegetables**

- ORANGES, California, lb. 12c
- LETTUCE, JUMBO, Head 12c
- LEMONS, California, lb. 15c
- TOMATOES, Vine Ripened, lb. 15c
- CABBAGE, Green Heads, lb. 8c
- CARROTS, Crisp Ariz., Bunch 7c
- ONIONS, No. 1 White Sweet, lb. 8c
- SQUASH, Fresh Home Grown, lb. 10
- MEAL, Lightcrust, 10 lbs for 45c
- SARDINES-Eat Fish-No. 1 Can 17c
- KARO-Preserving Syrup-1/2 gal. 44c
- VINEGAR, White Pickling, gal. 30c
- COFFEE, Wamba, gal. Milk Jar \$1.05
- Sweet Potatoes, Heavy Syrup, 2 1/2, 25c
- OLEOMARGARINE, Nucoa, lb. 26c
- CHEESE, Provolone, American, lb. 69c
- KRAFT DINNER, Box 10c
- FRESH SWEET MILK, quart 14c

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- Motor Rythm, Motor Mend
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- FORD RADIATORS
- EXIDE BATTERIES
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- GASKET SETS
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We will be closed on 4th of July  
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**Hot Weather Blues?**  
WHY worry about those smooth tires and faulty repair jobs when driving this summer? Bring those tires to us for an expert OK Tire Welding job and enjoy the trip. Tractor tires feel the heat too. We can fix 'em right!

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# We're Being Cheated

By Congressman Ed Gossett

(Reprinted from Spring Issue Southwest Review)

People of the Southwest have not waked up to the extent of freight-rate discrimination against the Southwest and the devastating results of that discrimination on the general development of the region. When they do wake up, something can and will be done to eliminate the inequalities, but it is disconcerting to those who have fought for equalization to find that even groups of Southwesterners—for unknown reasons—are willing to defend a system that is strangling our economic future.

Here are the inequalities and the results. The facts, drawn from official surveys of the actual situation, are not open to serious question. They come from the Tennessee Valley Authority report of 1937 (House Document 364 of the 75th Congress) and from the studies made by the Board of Investigation and Research set up by Congress in 1940 (House Documents 145 and 305 of the 76th Congress). All the data were checked, after exhaustive study and research, by transportation experts.

First, the situation in its broadest outlines. The United States is divided into five freight rate zones:

1. The Eastern or Official Zone, composed of the states east of the Mississippi River and north of the Ohio. This being the Official Zone, we can take its rate as a yardstick and—for purposes of comparison—designate its freight rate as 100.
2. The Southern Zone, consisting of the states east of the Mississippi and south of the Ohio. Here, measured by the yardstick of the Official Zone, the rate is 139.
3. The Western Trunk Line Zone, including the states north of Oklahoma and Arkansas, west of the Mississippi River and east of Montana, through the middle of Wyoming and Colorado. Here the rate is 147.
4. The Southwestern Zone, composed of Texas, Oklahoma, Arkansas, Louisiana, and a portion of New Mexico. Here the rate is 175.
5. Last, the Mountain Pacific Zone, including those states west of the two zones last named. The rate here is 171.

The reader will note that rates are the highest in Texas and other states of the Southwestern Zone. These states are handicapped by class rates approximately 79 per cent higher than those of the northeastern states of the Official Zone. The figures given are taken from the T. V. A. freight map. They represent the general differential in class rates as distinguished from commodity rates. Class rates cover thousands of separate items and apply to practically all articles of freight. A commodity rate is an exception made to the class rate. It is a preferential rate given to a particular shipper or industry. The rate experts, the freight bureaus, the railroad lawyers, and the defenders of existing discrimination and inequalities will immediately tell you that most Southwestern freight is moved on commodity rates and therefore class-rate differentials are inconsequential. But thousands of items would be shipped in volume from the Southwest if the discrimination in class rates did not exist. If we had the same rates as the Official Zone, we would produce the goods.

A few facts and figures may be illuminating. To ship cotton clothing from New York to Peoria, Ill.,

a distance of 988 miles, the cost is \$1.25 per 100 pounds; but to ship the same goods from Wichita Falls, Texas, to Peoria, a distance of 980 miles, the cost is \$2.11 per 100 pounds. To ship refrigerators in carload lots from Pittsburgh, Pa., to Cairo, Ill., a distance of 640 miles, the cost is \$140.40; to ship the same refrigerators from Fort Worth, Texas, to Cairo, a distance of 630 miles, the cost is \$176.40. To ship a carload of cotton piece goods from Boston, Mass., to St. Louis, Mo., a distance of 1,074 miles, costs \$254.40, while to ship the same goods from Dallas, Texas, to Columbus, Ohio, a distance of 1,039 miles, costs \$381.60.

The first-class rate from San Antonio to St. Louis is \$2.79 per 100 pounds. The distance is 925 miles and about 125 miles shorter than the distance from New York to St. Louis, which is 1,053 miles. The first-class rate from New York to St. Louis, however, is only \$1.84 per 100 pounds, or 86c less than from San Antonio to St. Louis. Similar disparities and discriminations exist from all other points in the Southwest unless affected by water rates.

A comparison of figures on income and production between the Official Zone and the Southwestern Zone shows the results graphically. The five Southwestern states, Louisiana, Arkansas, Oklahoma, New Mexico and Texas, comprise roughly 18 percent of the area of the United States. The states of the Official Zone comprise roughly 15 percent. In the 40-year-old period from 1899 to 1939, the value of manufactured products in the Official Zone rose from \$9,032,000,000 to \$41,143,000,000, an increase of 32 billion dollars. In the same period, the number of manufacturing wage earners in that zone grew from 3,750,000 to 5,795,000, an increase of more than two millions.

During this same period, the value of manufactured products in the five states of the Southwestern Zone increased from \$236,000,000 to \$2,593,000,000, and the number of wage earners increased from 115,878 to 265,446. The growth of manufacturing in the Southwest was two and a quarter billions, as compared to a growth of 32 billion in the East. Wage earners in the Southwest increased 150,000 only, as against two million in the East.

A comparison of the climate, labor and other resources of the sections cannot justify this disparity of industrial growth. I venture to say that Texas alone has almost as much undeveloped natural resources as all the states of the Official Zone put together. Yet many of the best young men of the Southwest migrate in increasing numbers to the industrial northeast. This situation is a result largely of discriminatory freight rates, which have suppressed and will continue to suppress the industrial growth of the Southwest.

All of the stock arguments used by those who seek to perpetuate existing freight-rate discrimination can be or have been successfully exploded. Until lately, the railroads have made much of the allegation that it cost more to move traffic in the Southwest than in the low-rate Official Zone. Recent scientific studies disclose the reverse to be true. Existing discriminations cannot be justified by the cost of freight movement, or by the volume of freight

movement, or by the density of traffic, or on any other sound basis.

And still the freight-rate picture grows worse instead of better. The railroads and those interested with them are succeeding in their efforts to eliminate competition. In 1935, motor carriers were placed under the Interstate Commerce Commission. In 1940, water carriers were placed under the I.C.C., with the specific understanding that competition would not be eliminated. On June 14, 1943, however, the Supreme Court in the case of I.C.C. and Baltimore and Ohio Railroad Company, appellant, vs. Inland Waterways Corporation, et al. (319 U.S. 671) sustained the railroad's power to suppress water competition. This case held the roads had power to impose a higher freight rate on traffic moved by water than on traffic moved by rail. The B & O Railroad in this case imposed a higher freight rate on grain which was shipped into Chicago by barge than on grain shipped into Chicago by rail. The purpose and ultimate result of such action is obvious.

Furthermore, when freight rates have been increased from time to time, the I.C.C. has approved a simple formula which increased, rather than decreased, existing discriminations. They authorized a blanket percentage increase of 5 to 10 or some other percent. When rail revenues fall off after the war, a blanket increase in freight rates may be authorized again, probably in the amount of 10 percent. As this increases the rate 10 cents in the Official Zone, it will increase the rate approximately 17 1/2 cents in the Southwestern Zone. Instead of using such an opportunity to partially equalize freight rates, the I.C.C. simply takes the easy way out, and further aggravates the situation.

What, you may ask, can be done to correct this? A little history will show the barriers in the way of obtaining relief. The Interstate Commerce Commission was created by the Act of Congress in 1887. It was an independent agency, charged with the duty of serving the public welfare in the matter of transportation, primarily railroad transportation. It was obviously the intent of Congress that the I.C.C. should initiate reforms where needed or justified. However, the I.C.C. soon wrapped itself in judicial robes becoming in effect, a railroad court, a quasi-judicial tribunal.

In its annual report for 1940, the I.C.C. specifically rejected a suggestion of the Attorney General's Department that it act as an informal administrative agency. Said the I.C.C. in this report, "We have not been able to accept the suggestion in the monograph that many of our functions could be best performed by following the technique of investigation familiar to the practice of the committees of Congress, rather than by conducting hearings of a public nature. We consider ourselves bound by the requirement of judicial decisions of our highest court defining the statutory terms 'hearing' and 'full hearing'."

The only road open to reform, therefore, is through an act of Congress. Such an act should specifically order the I.C.C. to equalize freight rates, and to remove all existing discriminations within a stated time, certain economic factors being taken into consideration. Bills to this effect have been introduced from time to time, and several are now pending.

In 1890 the House of Representatives passed a resolution demanding equalization of freight classifications. The Senate failed to act. Some years later, the Senate passed a bill demanding similar equalization of freight classifications. The House failed to act. In 1919 the Director General of Railroads appointed a board for this purpose. Before anything happened, the railroads were returned to private ownership.

The reasons why freight rate reform seems impossible to obtain are many. Primarily, reformers are defeated by a shrewd, well-organized, well-financed lobby maintained by the 24-billion-dollar railroad industry, and those who profit from the economic advantages of the present rate structure. Freight bureaus, rate experts, and able lawyers maintain a solid and contiguous front against change. Delay, confuse, divide and conquer, are familiar techniques to this fraternity. On the other hand, the proponents of reform are disorganized laymen who have no effective, co-ordinated or continuous organization.

The so-called Southern Governors class-rate case, now pending is an illustration in point. This case was started in 1939, seeking freight-rate equalization in certain particulars. The Southern governors gave a big banquet in Washington in January, 1944, at which Southern Congressmen were invited guests. Here the governors bragged of their progress, and in effect asked Congress to defer action on pending legislation, since they, the governors were going to secure a favorable

decision in their pending case. The case has not yet been decided. When decided, it will doubtless be appealed. In the meantime the issues will be changed, or other action taken, which will render moot any final decision, or any relief obtained.

Again, when Congress is about to act, supposedly disinterested agencies start campaigns of obstruction and opposition. The railroads go to holders of preferential commodity rates in the Southwestern Zone and have them write alarming letters to their Congressmen, asking that the status quo be not disturbed, else they may lose their favorable commodity rate. Chambers of commerce and other agencies are inveigled into the fight against reform.

In the last session of Congress, when it seemed that legislation might be initiated, the Traffic Committee of the United States Chamber of Commerce, composed of big shippers with preferential rates, put out a leaflet condemning all bills pending in the Congress, and giving them a supposed kiss of death by labeling them "legislative rate making." Said the United States Chamber of Commerce, "Let the I.C.C. do it." They ignored the fact that the I.C.C. could not do it under its own construction of its powers. They ignored the fact that 99 percent of all rates are, in effect, established by the railroads, whereas the I.C.C. actually intervenes in only about 1 percent of the rate-making.

Even smaller chambers of commerce fell into line. For example, on February 15, 1944, the Tyler, Texas, Chamber of Commerce unanimously adopted a resolution condemning the efforts of Congress to secure freight rate equalization, and wrote letters, with copies of the resolution attached, to all members of Congress from Texas. It would be interesting to know what influences brought about this action against the best interests of the people of the Southwest.

Bear in mind that a fight for economic justice for the great Southwest is not a fight against railroads. Freight rate equalization can be obtained by raising freight rates in certain zones as well as by lowering them in other zones. Freight rate equality could be obtained and yet railroad revenues be increased. Freight rate equality would certainly be financially beneficial to both the labor and management of railroads in the Southwest.

Because of the war boom in industry, some people think the Southwest is now about to experience great industrial expansion. This is not the case. Industrial development in the Southwest has been and will continue to be held back by freight rate discrimination. It is no mere accident that more than 80 percent of all war industry has been located in the states of the industrial northeast, within the Official Zone. The drying-up of war industries will occur first in the zone of highest freight rates—the Southwestern Zone, of which Texas is the heart.

Here are a few suggestions. The Interstate Commerce Committees of Congress are made up of laymen who have no expert assistance or advice. These committees should be authorized to employ full-time, expert counsel in the matter of transportation rates and problems. Also, a Bureau of Investigation & Research, similar to that given temporary life in the Transportation Act of 1940, should be made a permanent agency as a means of combating and double-checking, to some extent, the powerful railroad lobby. Further, the public should have expert counsel and representation before the I.C.C., particularly so long as it retains its quasi-judicial status and remains, in effect, a court. Finally, Congress should pass legislation requiring the I.C.C. to remove all possible freight-rate inequalities and discriminations within a fixed period of time.

We accepted as a fundamental basis of American democracy the premise that all men are entitled to equality of economic opportunity. The freight rate structure of this country makes a mockery of this principle.

### FARM WAGE RATES RISE TO NEW HIGH

Continuation of the upward trend in farm wage rates to a new record was reported by the U. S. Department of Agriculture. All wage categories were higher than two months ago.

Monthly rates averaged \$81.30 with board and \$93.10 without board. Daily wages were \$3.65 with board and \$4.16 without.

A year after the Civil War, a company was organized in the 30-year-old city of Houston to manufacture gas for street lighting. Only a few of the town's 9,000 residents could afford to use the new fuel to light their residences, because it sold for \$12 a thousand cubic feet.

### Correct Number On Social Security Card Important Factor

Wichita Falls, April 2—In case a worker gives his account number to an employer and it proves to be incorrect he is jeopardizing his protection under the old-age and survivors insurance program under the Social Security law, according to R. L. Sures, manager

### WANT ADS

- FOR SALE—New 2-room house, 2 lots, well, gas and lights. See or call 2063, O. S. Covty, O'Brien.
- FOR SALE—16x24 cabin, completely furnished, Seymour Chamber of Commerce entrance to Lake Kemp. Write Chas. Martin, Archer City, Texas.
- FOR SALE—A milch cow guaranteed to please. See Lloyd Waldrip.
- FOR SALE—Pisinsman Maize Seed, last year's certified, \$2.50. Also good used International Cream Separator. See Dave Whitford. 3tp
- FOR SALE—Ladies riding outfit, hat, shirt, jophurs and boots. Never been worn. Write Box 463, Knox City. 1tp
- PEACHES FOR SALE—7 miles southeast of Knox City. Adolph Havran. 4tp
- FOR RENT—Filling Station, fine location, brick building, 3300 gal. storage, two restrooms, no pumps. See J. H. McGee. 1f
- FOR SALE—A few bushels of Plums. \$1.50 bushel. Mrs. Roy Hester. 2t
- LOST—Ladies wrist watch. Gold case, black silk band. Small swiss model. Reward for return to Herald office.
- WANTED—Ironing to do in my home. Mrs. Lloyd Gillentine.
- LOANS—Federal Land Bank farm and ranch loans, 4% interest. Baylor-Knox National Farm Loan Association, L. B. Donehoo, secretary-treasurer, Seymour, Texas. Will be in Monday on Tuesday of each week. 1f

If interested in RURAL LIFE INSURANCE See R. M. ALMANRODE Representative for Mutual, Benefit, Health and Accident

BUY WAR BONDS & STAMPS

of the Wichita Falls Social Security Board office. It is equally as dangerous for a worker to give his employer his name incorrectly, such as the wrong initials or first name. He may be depriving his widow and children of monthly benefits, in case of his death, if these errors are not corrected. It will prove of much benefit to the employer in aiding him to keep his wage records if employees will cooperate with him in checking a second time on the

name typed on the account card and the one on the payroll under which he is working. The employer must make reports based on the information given him by the worker. He consequently should be provided with correct and accurate data. Caddo Lake, on the Texas-Louisiana border, is one of the South's largest natural lakes. Approximately 700 communities in Texas are served with natural gas.

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Complete grain ration, balanced to go with any roughage. Built for body condition and top production.

**There's LOTS of MILK in... PURINA COW CHOW**  
Feed a proven dairy feed built to help keep cows in condition for capacity production and long milking life.

**Save MILK**  
One bag replaces 40 gallons milk. Helps grow BIG vigorous calves. Try STARTENA

**Dairy Rinse**  
3 lb. can makes 500 gal. effective solution. Keeps equipment clean and sanitary. Purina Chlorox

## Swift Feed Store

## PRACTICAL

New Freedom Gas Kitchens are beautiful without useless frills and gadgets



Sketch by Detroit-Michigan Stove Company

Natural gas—the accepted kitchen fuel—does wonders in a kitchen designed around its distinct qualities of speed, cleanliness, accuracy and economy. Such a kitchen is the "New Freedom Gas Kitchen" now coming off the designing boards. As you can see from the above sketch, such a kitchen combines a maximum of efficiency and utility with beauty. One of its outstanding features is ventilation so that greasy vapors, cooking odors and heat are drawn from the room. Plan now for the postwar convenience of a New Freedom Gas Kitchen. . . . BUY BONDS!

**LONE STAR GAS COMPANY**

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Double Your Money Back Guarantee

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