## THE O'buiviviel fin EX

## C. of C. Notes

DOWELL
Mgr

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## DISCUSSED AT

 MASS MEETING5


GEO.'B. TERRELL

SUMMARIZES THE CROP CONDITION
$\square$


## T-BAR NEWS

## EW MOORE NEWS



> WAIER SHORTAGE PROBL EM
IN O'DONNELI IS SERIOUS

LAMESA WILL
CELEBRATE JULY FOURTH


Tells How O. K. Got Its Name

## BIG ROWD EXPECTEO HERE SATURDAY - TRADES DAY

##  <br> Pliant Monaser Corminier  <br>  <br>  <br>   




$\qquad$
$\qquad$
$\qquad$
$\qquad$MESQUITE ANDTREDWAY NEWS
Gurkey tonic.
Gibson Hamburger Stand, 3 ham-
burers and 3 drinks.
Whitsett Drug Co., 1 two pound
oo King's chocolates.ENDURANCE FLYERS
STLLL UPProduce Market

## DRAW ITEMS

## 







THE

## OF CLEANLINESS



WOODY
 ears full of soap and soul
rebellion. umdoubtedly has
 miote cor do
of Gooline
of
 more comp
once has
inconvenien ils that re

## Let's Check Your Car Over

## 

These things mean much in the
gleet may case many dollars in
and
BATTERY - GENERATOR - ELECTRIC SERVICE
Goodyear Tires and Tubes
HIGHWAY GARAGE

John Earles, Prop.

$\frac{\text { Saturdey io Tredes Day. }}{\text { O'DONNELL FEED }}$

\& COAL
FEED
SEED
FLOUR SALT COAL

We Sell For Cash on Small Margin.

Your Business Appreciated

The Pioneer Abstract Company Tahoka, Texas

(2)

## where it belongs

You can always tell a General Electric Refrig Trator. The mechanism is on top where it belongs. This mechanism draws warmth from the interior of your refrigerator and sets it free above the cabinet that must be kept cool. The temperature of your refrigerator is kept where it belongsalways below 50 degree
Why not put a nice, glistening white, all-steel General Electric Refrigerator where it belongs? Drop by our office and see for yourself the many
advantages of this modern refrigerato

## GENERAL ELECTRIC ARR-S'TEEL REFRRIGERATDR

$\left[\begin{array}{c}\text { smalu down prruent } \\ 24 \text { Monthe } \\ \text { to pay the balance }\end{array}\right]$
Texas Electric Service Co.

## 


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$\qquad$
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$\qquad$
He sighed So there must tward her.
more salling under the skull and cross.
 Whole thing now?
She had a dread of hearing some
contession whith must rot her of the
confidence she stubtornly held to That would be useless,", she saic
more coldyly. He knew she was re-
Heved to see stary coming toward her.
He sighed. So there must be a


$\qquad$




club launch with the Albatross IVin
astera. she hat been glad to acce
the opportunity to lease the yacht o
the much faster teave the yachi

## CHAPTER XII

Treachery of Friends
$\qquad$

## "rity


The StoryEnds inThe NextIssue.

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\Xi=
$$


 Todd's seamanship.
The dawn was breaking chill and
Thay when he passed Fort Hancock selves upon him. Thee flung them- was ittle
opportunity to struggle. Hamner
broubt down thelating on

conscious. He was awakened by
warsh spluting of the wireless. He mer

Another

## Serial to

Start Soon
lnThe
Index

## Practical Aviation

## Through the Courtesy of the North Texas FIying

 School, Dallas.STUNTING
The Department of Commerce defines stunting as "any maneuver not necessary for the safe navigation of the aircraft". It is forbidder to stunt an airplane with paid pass-
engers. All persons in a stunting plane must be equipped with a parachute. No stunting is allowed over an open air gathering, congested area, over an airport or established
airway (such as passenger or mail routes). All stunting airway (such as passenger or mail routes). All stunting
must be concluded not lower than fifteen hundred feet must be co
The average person does not see the necessity of stunting; it is at the most a thrilling spectacle to be watched with craining necks. There is real value to the pilot, however, in knowing how to stunt a plane. Stunting gives the gained in no other way. He is at home in an airplane in any position, and has complete control of the ship at all times. The controls of an airplane revense in some maneuvers and the pilot knows what to do if he gets into a tight place. If, when driving a car, you turned the wheel to the right and the car veered to the left, you would feel not know how to stunt. There is little possibility of a plane getting out of control when piloted by a responsible and ex-
perienced flier, but a good pilot is always ready for any
emergency.
Of all the stunts we see and read about, the spin is the
best known and most talked of. These articles are strictly non-technical and merely attempt to help clear the fog of doubt and mistrust which hangs over aviation in the minds of a great many people, through misunderstanding and gen-
eral lack of knowledge. The spin, in the past, has been the cause of a great percentage of the accidents. In spin around the nose. Before the development of the spinning aircraft and the parachute, in the days when pilots were sent up alone after just a few hours of instruction, there
were fliers who were martyrs to the cause of aviation growth and development. Through their accidents we have
been able to discover the cause and to study the eme Nowadays the modern airplane is perfectly safe remedy providing the pilot is trained to handle the ship in any position, although many planes recover from a spin auto-
matically without any conscious effort on the part of the To try to get some understanding of a spin, let us see
what causes one. A spin is the direct, result of a stall.
A stall has nothing to do with the functioning of the motor, A stall has nothing to do with the functioning of the motor,
an airplane, a stall will occur if the airplane. In climbing steeply. A stall may also occur if a plane is not dived steeply enough to keep its flying speed, when coming down
for a landing. An airplane depends entirely for a landing. An airplane depends entirely upon speed to
attain lift from its wings. Should the motor stop while the
plane is in the air, the pilot has been trained to plane is in the air, the pilot has been trained to immediately
place the dirrplane in a glide steep enough to keep airspeed,
at the same time choosing a good spot for an emergency landing. A good pilot, then, avoids a stall in straight com
done by diving the plane a little to recover speed and re-
quires altitude for safety. Now we can see why the young
boy should not obey the warning of his mother when she said "Go ahead and fly-but be sure to fly low and slow!" Crashes too near the ground, in other words, are due to the
stare
carelessmess liminates this danger; the North Texas Flying School emphasizes the necessity of safe and sane flying througOther stunts, such as loops, wing-overs, barrel-rolls Other stunts, such as loops, wing-overs, barrel-rolls
and many more are useful merely in that they accustom the pilot to unusual positions and teach him to keep his, head the students up several thousand feet in order to have more than the safe margin of altitude. The Department of Commerce requires stunting for the Limited Commercial and ransport licenses, thus making sure that all commercial ency.
onses will be discussed, further requirements for these
Questions concerning aviation answered in this depart-
Enlose stamped self-addressed envelope.
A. Not unless both pilot and studicensed equipment ? Texas has a state law conforming the Federal Regulation Which forbids the flying of unlicensed equipment com-
mercially.

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\$1.50 a Year
and
MORE THAN WORTH 1 Y


