

# Tyler County Booster

A First Class Publication Entered as Second Class Matter

A Weekly Newspaper Boosting Tyler County and Woodville

Published by Woodville

VOLUME XVII

WOODVILLE, TYLER COUNTY, TEXAS, THURSDAY, MARCH 9, 1939

Number 17

## Mefo On All Price-Fixing Legislation

(By Mefo, in Houston Press)

Price-fixing bills have met the approval of Senate and House committees at Austin and will now go to the Legislature for final action. Such proposals are unjust to the buying public and it made into laws will either be of no value or will make higher prices in retail stores.

What such price fixing can accomplish for the public good has not been made clear to this writer, but evidently there are two sides to the question. It seems that a majority of our legislators want the price-fixing established by law.

The main object of a price fixing law is to protect the small, independent retailer. He cannot meet the competition of the big store, or of chain stores. He must be protected, the legislators say. That may be a laudable purpose, but this writer doesn't believe it will work. Certainly the store which buys in large quantities from the manufacturer and wholesaler will get its goods at a price that will sell more and can give the consumer a better price. If it is prevented by Texas law from selling at a price, the consumer will lose the bill which gives the manufacturer the exclusive privilege of selling the retail sales price. An article seems most unjust, the preparations that cost a dollar to make may have a dollar and a half sales price. To fix that by statute would seem to be

contrary to our anti-trust law, but it may be done. Who will benefit? The manufacturer in some big Eastern city.

We are all at sea in the making of laws to protect the public. Frequently in trying to help one class we hurt the majority of our citizens. The common, ordinary folks are the ones who are hit hardest.

One argument in favor of the fair price bill is that big stores offer certain articles below cost in order to attract customers, and then make the customers buy other goods at prices that are too high. That means they consider the average buyer is ignorant. Why so? Doesn't the housewife know how and when to buy as well as a legislator?

If presenting prices that are too low in order to get customers is an evil what about using a brand name or a public free entertainment? Why permit the spending of money on anything to induce trade?

If a large store with every character of merchandise is one way to attract customers, why not pass a law making every store a small one? Wouldn't that be just as sensible as trying to fix prices by law in order to protect the store that cannot afford to offer special bargains?

The price fixing plan has been tried by a number of states. It has not secured anything of value to the general public. Many states are now trying to get rid of such laws.

## Teeth For Texas Driving Laws

Drivers' license laws of Texas have proved highly effective, despite their weakness in many respects. Last year traffic deaths in this State dropped 22.5%, largely because many incompetent, reckless and physically-impaired drivers were kept off the streets and highways by licensing restrictions.

Safety experts agree that supervision over the new drivers' license law was carefully and wisely handled by the department of public safety. That law paid valuable dividends in conservation of human lives, reduction in suffering from injuries and sharply decreased property damage caused by motor accidents.

The effectiveness of licensing having been demonstrated conclusively, it is only common sense procedure to seek for Texas the maximum benefits which can be obtained.

That is the purpose of two bills now before the Legislature, Senate Bill No. 3 and House Bill No. 50. The authors, Senator Rogers and Representative Homer Thornberry, are attempting to eliminate loopholes in present licensing laws, and to promote them with enforcement teeth. Thirty-eight states have adopted and are using successfully similar laws. If the Kelley and Thornberry measures are adopted by the legislature and signed by the governor, this State will have provided for its motorists the utmost legislative protection against the dangerous or incompetent driver.

The licensing bills have the approval of the Texas Safety Association, numerous other influential safety organizations and of thousands of citizens interested in reducing the appalling slaughter of human beings on the highways and streets of Texas.

The Legislature can perform a real service by passing these bills, thereby providing for law enforcement officers a potent weapon in their campaign to protect the lives of those millions of Texans who use the streets and highways daily. Houston Post.

## State U Exes Organize

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

The ex-students of Texas State U. in Tyler county, enjoyed a banquet Thursday night in the gym by the home making department supervised by the teacher, Miss Lola Robbins. A permanent organization was perfected by the 40 ex-students who were present with their families, and Judge J. E. Wheat was elected president.

During the evening J. H. Kennesson Jr., led in the singing and stunt performance. Others entertaining were the Misses Maurine Pedigo, Addie Fae Hatton, Odessa Gardner, DeLois Gerald, Maxie Brown and Messrs. Arnold Rhodes and Greel Smith. Other officers elected were Prof. Monroe Tolof of Fred as vice-president, Prof. J. Webb Miller as secretary and F. E. Sullivan, treasurer.

## New Business Concern To Open Here Soon

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

Mrs. C. B. Birdwell is moving from Corrigan to Woodville and will make their home in one apartment of the duplex built by Mrs. W. E. Williams of New Willard, just east of the lovely new home of Mrs. Joe Ramsey. Mr. Birdwell will soon open a variety store in the west part of the Davis Bros. building. It is not expected that the opening will be until next week. Watch The Booster for announcement. This week end the Davis-Pate firm plan to open their new store in the Crumpler building and elsewhere in The Booster will be found the announcement and plans for the day. Those Messrs. Hugh Davis and Roy Bate are well known over the county and have a host of friends who will wish for their success in this business venture and no doubt will help it to be a success.

## Motorboat to Make Voyage Up Trinity

Dallas, Mar. 7.—A two-passenger motorboat may soon make a trip up the Trinity River from Beaumont to Fort Worth. Artie Pollock, superintendent of the municipal wharves and docks in Beaumont, said here today.

With Dean Tevis, Beaumont Enterprise reporter, Pollock spent tonight and planned to spend part of tomorrow in Dallas and Fort Worth arranging for the trip. As they travel homeward they will inspect the river for 50 to 100 miles southward.

The boat, Miss Chief, 34-foot flat type Mississippi lugger, has a 10-foot beam.

"The lower half of the river is ideal," Tevis said, "but we are waiting for rains which will make the upper branches more navigable."

AT SPRING ROUND UP  
Austin, Texas, March 7.—When the Sweetheart of the University of Texas is presented at the traditional Round-Up Revue on March 31, she had in her court 272 Bluebonnet Belle nominees. Selected by campus organizations for beauty and popularity, these co-eds will have their photographs in the Cactus, University yearbook. A chosen few were designated at Bluebonnet Belles, an honor accorded each year to the ten or twelve most beautiful girls at the University. In accordance with university custom, the Bluebonnet Belle nominees were presented to the public at the spring Round-up reunion for ex-students and University dad and mothers, to be held on March 31, April 2 and 3. Miss Ruth Wheat of Woodville is a Bluebonnet Belle nominee.

Last week Miss Wheat with 26 other girls were initiated into the Zeta Tau Alphas Sorority and with them was honored at a banquet Tuesday night, commemorating Founders Day of the sorority 35 years ago.

Mesdames Frances Healy and Kenneth Sutton of Beaumont were visitors in Woodville Monday.

Dr. J. F. Shivers and Nurse Sadie Inge, assisted by Miss Sadie Ruth Conner vaccinated for small pox 40 WPA workers near Warren Tuesday, as all had been exposed by one of the workers living near Steger, who has the dread disease. We learn that Miss Grace Sheffield who has lately finished a business course in Shreveport will take the position of office clerk in the Hardin-Tyler Health unit office with Nurse Inge and Dr. R. B. McElroy in the Best building.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

Mrs. Jay Kelley visited the daughter, Mrs. Rod Lowery in De Ridder Sunday.

## Boy Scout First Aid Contest

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Woodville high school 8:30 p.m. Friday night, March 10. The Woodville high school 8:30 p.m. Friday night, March 10.

The annual Boy Scout First Aid contest will be held at Wood



# Mountain Man

A Banner Fiction Serial  
By HAROLD CHANNING WIRE

## THE STORY

**CHAPTER I**—Jim Cotter, forest ranger, had been mysteriously killed in the mountains of the Kaweah range. The best friend, takes over Cotter's job, hoping to avoid a murder.

**CHAPTER II**—Before leaving for his mountain station, Brock buys an outfit of gear from the Kaweah store.

**CHAPTER III**—At the dance Brock meets Sierra, a girl who is being courted by Art Tilton, youngest of the three Tilton brothers. Angered by Brock's attitude toward Sierra, she picks a quarrel with him.

**CHAPTER IV**—Brock and his chief set out for the mountain station. Halfway there they are met by the most back mountain trail, who is also in the forest service. Brock learns from Sierra that tracking down a murderer must be done cautiously and by devious methods.

**CHAPTER V**—Cook, Brock and Sierra continue their ascent of the mountains. Hoping to rest, they sight the Tiltons, returning to their hideaway.

**CHAPTER VI**—Next day, Cook sends Brock and Sierra in one direction to repair the telephone line, while he fixes the engine. Brock, however, has other ideas. He tells Brock more about Louise, the girl who is being courted by Art Tilton.

**CHAPTER VII**—Returning to Cook's hideaway, Brock is surprised to find that he is the target of a pistol shot from the bushes. Brock, however, is not hurt, but his frightened pack animals are. A bus-trope ride up Fifth Avenue for ten cents! And even Greenwich Village!

**CHAPTER VIII**—Hidden in the cabin, Brock hears the three Tiltons discuss his life. Waiting his chance, he surprises the brothers and holds the point of his gun. Just the thing Brock pretends to be the other consideration, lets the men go.

**CHAPTER IX**—Brock's duty is to take the annual cattle drive to Lake Meadon. This is a ranch woman's job, who is running her own cattle, and in a narrow canyon, the drive is her own. Brock's quick action saves her from a disaster.

**CHAPTER X**—With nightfall, Louise, recovered, leaves the cabin and Brock is in one of everything in sight. Brock, however, is not hurt, but his frightened pack animals are. A bus-trope ride up Fifth Avenue for ten cents! And even Greenwich Village!

**CHAPTER XI**—Brock entered the one room, spread a canvas on the boxed pine bed, and placed Louise there.

**CHAPTER XII**—"Keep quiet for a while," he advised her. "You were pretty badly jolted in your fall, and then that steer—they look like balloons, but Lord they're hard!"

After building a fire in the small iron stove in one corner, he brought water from the stream, then left her and went out to take off his packs. When he returned, bringing tea and canned soup for a quick meal, he discovered that even a mountain girl is forever feminine. She was propped up against the end logs trying to fix her hair. It was cut almost to a man's shortness, lying close to her small head, and to Brock's eye needed no adjusting.

A little later, though, he was aware that some magic transformation had truly taken place. Perhaps it was the way she had brushed the dark waves from her forehead, bringing out a finely modeled profile with something aristocratic in its clean lines. "Of course it was a sudden realization within himself.

They were so alone here in the cabin. She thought nothing of it, apparently. But he did, and was a little disturbed, then, when she said, "With things near, he moved a chair to the bunk and put his chair opposite Louise. She remained silent for a time, until he wondered if the accident had hurt her more than she admitted.

"How do you feel now?" he asked. "Very much a lady. It has been a long time since anyone served me afternoon tea!"

Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

"Brock waited. To hear a girl's voice was a pleasant treat. He hoped for something of mutual interest to lead her on. "I'm sorry I can't shoot that steer."

# Weight Limit for Texas Highways

LET'S KICK OUR HIGHWAYS SAFE FOR THE PEOPLE WHO PAID THE BUILDING PRICE

(From The Texas Tax Journal). As the Forty-Sixth Legislature takes up its serious job of passing laws and setting forth policies under which the State government will operate for the next two years and by which 6,000,000 of the citizens must conduct their daily business and many of their social activities, many important questions will be brought before it. Veteran members of both houses of the Legislature will see perennial exponents of special bills parade before committees to present their causes.

Many of them are worthy. Many of them approach the committee. Many of those proposed bills are introduced and sponsored by those seeking special privileges to the detriment and at the cost of the general public. Among the latter type is the seeker of greater load limits and body dimensions for carrier for hire trucks.

In the 1931 the 42d Legislature, after a thorough investigation, passed the truck law, now in effect, setting the maximum net load for carrier-for-hire trucks plying the highways of the State. Since that time, every succeeding legislature has been besieged by the truck operators and their advocates in efforts to get this load limit increased.

This may seem a rather unimportant matter to the layman until he begins to delve into the facts and history of the highway system, transportation and heavy truck operations in Texas.

Public welfare must be the same guiding principle in this as in other questions before the law-making body of the State. The welfare of the citizens of the commonwealth as a whole is the only consideration by which final judgment should be made. This has always been the aim of legislation in democratic governments. In any consideration of the highway and truck question in Texas today the outstanding elements, which dwarf all others, are COST and SAFETY.

Not merely the additional thousands of dollars it will cost the highway department to build and maintain roads adequate for the proposed heavier and larger equipment. Not only will the taxpayers of the State bear the smashing of the present roads by huge heavily loaded trucks. But, in addition to these dollars and cents cost will come the cost that cannot be translated into figures with a dollar mark in front, the human lives sacrificed and the suffering that results from the terrific accidents caused by huge carriers that occupy the full width of half the road.

It is axiomatic that the larger the truck the greater the number of accidents per vehicle. In 1936 in the State of Texas, all classes of motor vehicles, according to official records, were responsible for the deaths of 11.3 persons per thousand vehicles. Two persons were killed per thousand of all trucks registered in the State. But for carrier-for-hire regulated trucks plying the highways of Texas, the fatalities reached the astounding total of 72 persons killed for every thousand trucks.

In December, 1936, according to reports of trucks operating in the United States under the jurisdiction of the Interstate Commerce Commission, this class of vehicles injured 5,544 persons and killed 736, while the property damage as a result of accidents was over two million dollars.

An analysis of these accidents reveals some interesting information. Weather conditions seem to have little effect on wrecks, as according to the reports, 70% of the accidents occurred in clear weather. Sixty-three per cent of the accidents happened out in the open country, while 19% occurred in business districts and 15% in residential districts. Another significant fact revealed here is that the great majority of the accidents reported were caused by motor-trailed type of truck.

It is a significant fact that the majority of truck accidents are the result of the vehicle being out of control. Thousands of passenger cars have been sideswiped on the open highway, hundreds of persons killed and thousands seriously injured because the driver of heavily laden trucks could not control the weight and speed of his vehicle.

This cannot always be charged to negligence or inexperience on the part of the driver. The fact is that the trucks with their loads are too heavy and built up such a momentum that they cannot be stopped or controlled.

Another element of cost that enters into the truck-for-hire question is the question of road destruction. Texas has made no detailed searching analysis of highway costs, but some of the other states of the Union have. These states have found that on these highways on which the larger carrier-for-hire trucks are permitted to run, the cost of maintenance increases many times over the cost of maintaining these roads of like construction which are used by light vehicles and passenger cars. It was originally thought by highway officials that by building roads of concrete slabs that the cost would be the last cost, except for very nominal annual repairs. This proved to be true, until truck operators began to place large equipment with heavy carrying capacity in use. A look at the comparative costs of highway maintenance for the past 12 years in these States which have made a close study of costs shows that these costs increased proportionately faster than the tonnage of the trucks increased. Showing that costs of maintaining highways are skyrocketed as heavier equipment is permitted.

In addition to this actual maintenance cost, inspections of the roads show that they are being damaged to the point where they will have to be entirely replaced before the date estimated when they were constructed.

In 1937 Federal Judge Evans, Holly and Barnes, in a joint decision, held that heavy trucks were directly responsible for excessive destruction of highways in Illinois. The Warner Transportation Company, a trucking company, had brought suit against the State of Illinois, Wisconsin and Minnesota, holding that regulations by the States governing weights of loads and widths of trucks is unconstitutional. The transportation company also set out that the governing of weight by the State brought no economy costs, and that deterioration of highways was not caused by trucks.

The Federal Judges, however, unanimously upheld the statutes. In part their decision stated: "In cases of pavements carrying but little truck travel the pavements are enjoying comparatively normal lives with low maintenance costs. In the case of pavements bearing excessive truck travel they are rapidly disintegrating. Wherever a particular piece of pavement begins to carry heavy truck travel immediately the life of the pavement begins to go down and the cost of maintenance to go up.

When all the costs of carrier-for-hire truck transportation are added up they present an astounding total. And all elements must be considered if the true cost is to be presented. The cost of highway maintenance, the cost of shortening the life of main highways, the cost of human life and injuries to thousands of persons, all are a definite part of the sum total of what Texas pays for carrier-for-hire transportation in our State.

It would seem that this is evidence enough to convince any sound thinking person that heavier net loads and larger bodied trucks be barred from the highway system. The question of increased load limits and larger trucks is for the citizens of the State, through their elected representatives, to decide.

There is but one logical answer, the price is too high.

# Weight Limit for Texas Highways

LET'S KICK OUR HIGHWAYS SAFE FOR THE PEOPLE WHO PAID THE BUILDING PRICE

(From The Texas Tax Journal). As the Forty-Sixth Legislature takes up its serious job of passing laws and setting forth policies under which the State government will operate for the next two years and by which 6,000,000 of the citizens must conduct their daily business and many of their social activities, many important questions will be brought before it. Veteran members of both houses of the Legislature will see perennial exponents of special bills parade before committees to present their causes.

Many of them are worthy. Many of them approach the committee. Many of those proposed bills are introduced and sponsored by those seeking special privileges to the detriment and at the cost of the general public. Among the latter type is the seeker of greater load limits and body dimensions for carrier for hire trucks.

In the 1931 the 42d Legislature, after a thorough investigation, passed the truck law, now in effect, setting the maximum net load for carrier-for-hire trucks plying the highways of the State. Since that time, every succeeding legislature has been besieged by the truck operators and their advocates in efforts to get this load limit increased.

This may seem a rather unimportant matter to the layman until he begins to delve into the facts and history of the highway system, transportation and heavy truck operations in Texas.

Public welfare must be the same guiding principle in this as in other questions before the law-making body of the State. The welfare of the citizens of the commonwealth as a whole is the only consideration by which final judgment should be made. This has always been the aim of legislation in democratic governments. In any consideration of the highway and truck question in Texas today the outstanding elements, which dwarf all others, are COST and SAFETY.

Not merely the additional thousands of dollars it will cost the highway department to build and maintain roads adequate for the proposed heavier and larger equipment. Not only will the taxpayers of the State bear the smashing of the present roads by huge heavily loaded trucks. But, in addition to these dollars and cents cost will come the cost that cannot be translated into figures with a dollar mark in front, the human lives sacrificed and the suffering that results from the terrific accidents caused by huge carriers that occupy the full width of half the road.

It is axiomatic that the larger the truck the greater the number of accidents per vehicle. In 1936 in the State of Texas, all classes of motor vehicles, according to official records, were responsible for the deaths of 11.3 persons per thousand vehicles. Two persons were killed per thousand of all trucks registered in the State. But for carrier-for-hire regulated trucks plying the highways of Texas, the fatalities reached the astounding total of 72 persons killed for every thousand trucks.

In December, 1936, according to reports of trucks operating in the United States under the jurisdiction of the Interstate Commerce Commission, this class of vehicles injured 5,544 persons and killed 736, while the property damage as a result of accidents was over two million dollars.

An analysis of these accidents reveals some interesting information. Weather conditions seem to have little effect on wrecks, as according to the reports, 70% of the accidents occurred in clear weather. Sixty-three per cent of the accidents happened out in the open country, while 19% occurred in business districts and 15% in residential districts. Another significant fact revealed here is that the great majority of the accidents reported were caused by motor-trailed type of truck.

It is a significant fact that the majority of truck accidents are the result of the vehicle being out of control. Thousands of passenger cars have been sideswiped on the open highway, hundreds of persons killed and thousands seriously injured because the driver of heavily laden trucks could not control the weight and speed of his vehicle.

This cannot always be charged to negligence or inexperience on the part of the driver. The fact is that the trucks with their loads are too heavy and built up such a momentum that they cannot be stopped or controlled.

Another element of cost that enters into the truck-for-hire question is the question of road destruction. Texas has made no detailed searching analysis of highway costs, but some of the other states of the Union have. These states have found that on these highways on which the larger carrier-for-hire trucks are permitted to run, the cost of maintenance increases many times over the cost of maintaining these roads of like construction which are used by light vehicles and passenger cars. It was originally thought by highway officials that by building roads of concrete slabs that the cost would be the last cost, except for very nominal annual repairs. This proved to be true, until truck operators began to place large equipment with heavy carrying capacity in use. A look at the comparative costs of highway maintenance for the past 12 years in these States which have made a close study of costs shows that these costs increased proportionately faster than the tonnage of the trucks increased. Showing that costs of maintaining highways are skyrocketed as heavier equipment is permitted.

In addition to this actual maintenance cost, inspections of the roads show that they are being damaged to the point where they will have to be entirely replaced before the date estimated when they were constructed.

In 1937 Federal Judge Evans, Holly and Barnes, in a joint decision, held that heavy trucks were directly responsible for excessive destruction of highways in Illinois. The Warner Transportation Company, a trucking company, had brought suit against the State of Illinois, Wisconsin and Minnesota, holding that regulations by the States governing weights of loads and widths of trucks is unconstitutional. The transportation company also set out that the governing of weight by the State brought no economy costs, and that deterioration of highways was not caused by trucks.

The Federal Judges, however, unanimously upheld the statutes. In part their decision stated: "In cases of pavements carrying but little truck travel the pavements are enjoying comparatively normal lives with low maintenance costs. In the case of pavements bearing excessive truck travel they are rapidly disintegrating. Wherever a particular piece of pavement begins to carry heavy truck travel immediately the life of the pavement begins to go down and the cost of maintenance to go up.

When all the costs of carrier-for-hire truck transportation are added up they present an astounding total. And all elements must be considered if the true cost is to be presented. The cost of highway maintenance, the cost of shortening the life of main highways, the cost of human life and injuries to thousands of persons, all are a definite part of the sum total of what Texas pays for carrier-for-hire transportation in our State.

It would seem that this is evidence enough to convince any sound thinking person that heavier net loads and larger bodied trucks be barred from the highway system. The question of increased load limits and larger trucks is for the citizens of the State, through their elected representatives, to decide.

There is but one logical answer, the price is too high.

# Weight Limit for Texas Highways

LET'S KICK OUR HIGHWAYS SAFE FOR THE PEOPLE WHO PAID THE BUILDING PRICE

(From The Texas Tax Journal). As the Forty-Sixth Legislature takes up its serious job of passing laws and setting forth policies under which the State government will operate for the next two years and by which 6,000,000 of the citizens must conduct their daily business and many of their social activities, many important questions will be brought before it. Veteran members of both houses of the Legislature will see perennial exponents of special bills parade before committees to present their causes.

Many of them are worthy. Many of them approach the committee. Many of those proposed bills are introduced and sponsored by those seeking special privileges to the detriment and at the cost of the general public. Among the latter type is the seeker of greater load limits and body dimensions for carrier for hire trucks.

In the 1931 the 42d Legislature, after a thorough investigation, passed the truck law, now in effect, setting the maximum net load for carrier-for-hire trucks plying the highways of the State. Since that time, every succeeding legislature has been besieged by the truck operators and their advocates in efforts to get this load limit increased.

This may seem a rather unimportant matter to the layman until he begins to delve into the facts and history of the highway system, transportation and heavy truck operations in Texas.

Public welfare must be the same guiding principle in this as in other questions before the law-making body of the State. The welfare of the citizens of the commonwealth as a whole is the only consideration by which final judgment should be made. This has always been the aim of legislation in democratic governments. In any consideration of the highway and truck question in Texas today the outstanding elements, which dwarf all others, are COST and SAFETY.

Not merely the additional thousands of dollars it will cost the highway department to build and maintain roads adequate for the proposed heavier and larger equipment. Not only will the taxpayers of the State bear the smashing of the present roads by huge heavily loaded trucks. But, in addition to these dollars and cents cost will come the cost that cannot be translated into figures with a dollar mark in front, the human lives sacrificed and the suffering that results from the terrific accidents caused by huge carriers that occupy the full width of half the road.

It is axiomatic that the larger the truck the greater the number of accidents per vehicle. In 1936 in the State of Texas, all classes of motor vehicles, according to official records, were responsible for the deaths of 11.3 persons per thousand vehicles. Two persons were killed per thousand of all trucks registered in the State. But for carrier-for-hire regulated trucks plying the highways of Texas, the fatalities reached the astounding total of 72 persons killed for every thousand trucks.

In December, 1936, according to reports of trucks operating in the United States under the jurisdiction of the Interstate Commerce Commission, this class of vehicles injured 5,544 persons and killed 736, while the property damage as a result of accidents was over two million dollars.

An analysis of these accidents reveals some interesting information. Weather conditions seem to have little effect on wrecks, as according to the reports, 70% of the accidents occurred in clear weather. Sixty-three per cent of the accidents happened out in the open country, while 19% occurred in business districts and 15% in residential districts. Another significant fact revealed here is that the great majority of the accidents reported were caused by motor-trailed type of truck.

It is a significant fact that the majority of truck accidents are the result of the vehicle being out of control. Thousands of passenger cars have been sideswiped on the open highway, hundreds of persons killed and thousands seriously injured because the driver of heavily laden trucks could not control the weight and speed of his vehicle.

This cannot always be charged to negligence or inexperience on the part of the driver. The fact is that the trucks with their loads are too heavy and built up such a momentum that they cannot be stopped or controlled.

Another element of cost that enters into the truck-for-hire question is the question of road destruction. Texas has made no detailed searching analysis of highway costs, but some of the other states of the Union have. These states have found that on these highways on which the larger carrier-for-hire trucks are permitted to run, the cost of maintenance increases many times over the cost of maintaining these roads of like construction which are used by light vehicles and passenger cars. It was originally thought by highway officials that by building roads of concrete slabs that the cost would be the last cost, except for very nominal annual repairs. This proved to be true, until truck operators began to place large equipment with heavy carrying capacity in use. A look at the comparative costs of highway maintenance for the past 12 years in these States which have made a close study of costs shows that these costs increased proportionately faster than the tonnage of the trucks increased. Showing that costs of maintaining highways are skyrocketed as heavier equipment is permitted.

In addition to this actual maintenance cost, inspections of the roads show that they are being damaged to the point where they will have to be entirely replaced before the date estimated when they were constructed.

In 1937 Federal Judge Evans, Holly and Barnes, in a joint decision, held that heavy trucks were directly responsible for excessive destruction of highways in Illinois. The Warner Transportation Company, a trucking company, had brought suit against the State of Illinois, Wisconsin and Minnesota, holding that regulations by the States governing weights of loads and widths of trucks is unconstitutional. The transportation company also set out that the governing of weight by the State brought no economy costs, and that deterioration of highways was not caused by trucks.

The Federal Judges, however, unanimously upheld the statutes. In part their decision stated: "In cases of pavements carrying but little truck travel the pavements are enjoying comparatively normal lives with low maintenance costs. In the case of pavements bearing excessive truck travel they are rapidly disintegrating. Wherever a particular piece of pavement begins to carry heavy truck travel immediately the life of the pavement begins to go down and the cost of maintenance to go up.

When all the costs of carrier-for-hire truck transportation are added up they present an astounding total. And all elements must be considered if the true cost is to be presented. The cost of highway maintenance, the cost of shortening the life of main highways, the cost of human life and injuries to thousands of persons, all are a definite part of the sum total of what Texas pays for carrier-for-hire transportation in our State.

It would seem that this is evidence enough to convince any sound thinking person that heavier net loads and larger bodied trucks be barred from the highway system. The question of increased load limits and larger trucks is for the citizens of the State, through their elected representatives, to decide.

There is but one logical answer, the price is too high.

# Weight Limit for Texas Highways

LET'S KICK OUR HIGHWAYS SAFE FOR THE PEOPLE WHO PAID THE BUILDING PRICE

(From The Texas Tax Journal). As the Forty-Sixth Legislature takes up its serious job of passing laws and setting forth policies under which the State government will operate for the next two years and by which 6,000,000 of the citizens must conduct their daily business and many of their social activities, many important questions will be brought before it. Veteran members of both houses of the Legislature will see perennial exponents of special bills parade before committees to present their causes.

Many of them are worthy. Many of them approach the committee. Many of those proposed bills are introduced and sponsored by those seeking special privileges to the detriment and at the cost of the general public. Among the latter type is the seeker of greater load limits and body dimensions for carrier for hire trucks.

In the 1931 the 42d Legislature, after a thorough investigation, passed the truck law, now in effect, setting the maximum net load for carrier-for-hire trucks plying the highways of the State. Since that time, every succeeding legislature has been besieged by the truck operators and their advocates in efforts to get this load limit increased.

This may seem a rather unimportant matter to the layman until he begins to delve into the facts and history of the highway system, transportation and heavy truck operations in Texas.

Public welfare must be the same guiding principle in this as in other questions before the law-making body of the State. The welfare of the citizens of the commonwealth as a whole is the only consideration by which final judgment should be made. This has always been the aim of legislation in democratic governments. In any consideration of the highway and truck question in Texas today the outstanding elements, which dwarf all others, are COST and SAFETY.

Not merely the additional thousands of dollars it will cost the highway department to build and maintain roads adequate for the proposed heavier and larger equipment. Not only will the taxpayers of the State bear the smashing of the present roads by huge heavily loaded trucks. But, in addition to these dollars and cents cost will come the cost that cannot be translated into figures with a dollar mark in front, the human lives sacrificed and the suffering that results from the terrific accidents caused by huge carriers that occupy the full width of half the road.

It is axiomatic that the larger the truck the greater the number of accidents per vehicle. In 1936 in the State of Texas, all classes of motor vehicles, according to official records, were responsible for the deaths of 11.3 persons per thousand vehicles. Two persons were killed per thousand of all trucks registered in the State. But for carrier-for-hire regulated trucks plying the highways of Texas, the fatalities reached the astounding total of 72 persons killed for every thousand trucks.

In December, 1936, according to reports of trucks operating in the United States under the jurisdiction of the Interstate Commerce Commission, this class of vehicles injured 5,544 persons and killed 736, while the property damage as a result of accidents was over two million dollars.

An analysis of these accidents reveals some interesting information. Weather conditions seem to have little effect on wrecks, as according to the reports, 70% of the accidents occurred in clear weather. Sixty-three per cent of the accidents happened out in the open country, while 19% occurred in business districts and 15% in residential districts. Another significant fact revealed here is that the great majority of the accidents reported were caused by motor-trailed type of truck.

It is a significant fact that the majority of truck accidents are the result of the vehicle being out of control. Thousands of passenger cars have been sideswiped on the open highway, hundreds of persons killed and thousands seriously injured because the driver of heavily laden trucks could not control the weight and speed of his vehicle.

This cannot always be charged to negligence or inexperience on the part of the driver. The fact is that the trucks with their loads are too heavy and built up such a momentum that they cannot be stopped or controlled.

Another element of cost that enters into the truck-for-hire question is the question of road destruction. Texas has made no detailed searching analysis of highway costs, but some of the other states of the Union have. These states have found that on these highways on which the larger carrier-for-hire trucks are permitted to run, the cost of maintenance increases many times over the cost of maintaining these roads of like construction which are used by light vehicles and passenger cars. It was originally thought by highway officials that by building roads of concrete slabs that the cost would be the last cost, except for very nominal annual repairs. This proved to be true, until truck operators began to place large equipment with heavy carrying capacity in use. A look at the comparative costs of highway maintenance for the past 12 years in these States which have made a close study of costs shows that these costs increased proportionately faster than the tonnage of the trucks increased. Showing that costs of maintaining highways are skyrocketed as heavier equipment is permitted.

In addition to this actual maintenance cost, inspections of the roads show that they are being damaged to the point where they will have to be entirely replaced before the date estimated when they were constructed.

In 1937 Federal Judge Evans, Holly and Barnes, in a joint decision, held that heavy trucks were directly responsible for excessive destruction of highways in Illinois. The Warner Transportation Company, a trucking company, had brought suit against the State of Illinois, Wisconsin and Minnesota, holding that regulations by the States governing weights of loads and widths of trucks is unconstitutional. The transportation company also set out that the governing of weight by the State brought no economy costs, and that deterioration of highways was not caused by trucks.

The Federal Judges, however, unanimously upheld the statutes. In part their decision stated: "In cases of pavements carrying but little truck travel the pavements are enjoying comparatively normal lives with low maintenance costs. In the case of pavements bearing excessive truck travel they are rapidly disintegrating. Wherever a particular piece of pavement begins to carry heavy truck travel immediately the life of the pavement begins to go down and the cost of maintenance to go up.

When all the costs of carrier-for-hire truck transportation are added up they present an astounding total. And all elements must be considered if the true cost is to be presented. The cost of highway maintenance, the cost of shortening the life of main highways, the cost of human life and injuries to thousands of persons, all are a definite part of the sum total of what Texas pays for carrier-for-hire transportation in our State.

It would seem that this is evidence enough to convince any sound thinking person that heavier net loads and larger bodied trucks be barred from the highway system. The question of increased load limits and larger trucks is for the citizens of the State, through their elected representatives, to decide.

There is but one logical answer, the price is too high.

# Weight Limit for Texas Highways

LET'S KICK OUR HIGHWAYS SAFE FOR THE PEOPLE WHO PAID THE BUILDING PRICE

(From The Texas Tax Journal). As the Forty-Sixth Legislature takes up its serious job of passing laws and setting forth policies under which the State government will operate for the next two years and by which 6,000,000 of the citizens must conduct their daily business and many of their social activities, many important questions will be brought before it. Veteran members of both houses of the Legislature will see perennial exponents of special bills parade before committees to present their causes.

Many of them are worthy. Many of them approach the committee. Many of those proposed bills are introduced and sponsored by those seeking special privileges to the detriment and at the cost of the general public. Among the latter type is the seeker of greater load limits and body dimensions for carrier for hire trucks.

In the 1931 the 42d Legislature, after a thorough investigation, passed the truck law, now in effect, setting the maximum net load for carrier-for-hire trucks plying the highways of the State. Since that time, every succeeding legislature has been besieged by the truck operators and their advocates in efforts to get this load limit increased.

This may seem a rather unimportant matter to the layman until he begins to delve into the facts and history of the highway system, transportation and heavy truck operations in Texas.

Public welfare must be the same guiding principle in this as in other questions before the law-making body of the State. The welfare of the citizens of the commonwealth as a whole is the only consideration by which final judgment should be made. This has always been the aim of legislation in democratic governments. In any consideration of the highway and truck question in Texas today the outstanding elements, which dwarf all others, are COST and SAFETY.

Not merely the additional thousands of dollars it will cost the highway department to build and maintain roads adequate for the proposed heavier and larger equipment. Not only will the taxpayers of the State bear the smashing of the present roads by huge heavily loaded trucks. But, in addition to these dollars and cents cost will come the cost that cannot be translated into figures with a dollar mark in front, the human lives sacrificed and the suffering that results from the terrific accidents caused by huge carriers that occupy the full width of half the road.

It is axiomatic that the larger the truck the greater the number of accidents per vehicle. In 1936 in the State of Texas, all classes of motor vehicles, according to official records, were responsible for the deaths of 11.3 persons per thousand vehicles. Two persons were killed per thousand of all trucks registered in the State. But for carrier-for-hire regulated trucks plying the highways of Texas, the fatalities reached the astounding total of 72 persons killed for every thousand trucks.

In December, 1936, according to reports of trucks operating in the United States under the jurisdiction of the Interstate Commerce Commission, this class of vehicles injured 5,544 persons and killed 736, while the property damage as a result of accidents was over two million dollars.

An analysis of these accidents reveals some interesting information. Weather conditions seem to have little effect on wrecks, as according to the reports, 70% of the accidents occurred in clear weather. Sixty-three per cent of the accidents happened out in the open country, while 19% occurred in business districts and 15% in residential districts. Another significant fact revealed here is that the great majority of the accidents reported were caused by motor-trailed type of truck.

It is a significant fact that the majority of truck accidents are the result of the vehicle being out of control. Thousands of passenger cars have been sideswiped on the open highway, hundreds of persons killed and thousands seriously injured because the driver of heavily laden trucks could not control the weight and speed of his vehicle.

This cannot always be charged to negligence or inexperience on the part of the driver. The fact is that the trucks with their loads are too heavy and built up such a momentum that they cannot be stopped or controlled.

Another element of cost that enters into the truck-for-hire question is the question of road destruction. Texas has made no detailed searching analysis of highway costs, but some of the other states of the Union have. These states have found that on these highways on which the larger carrier-for-hire trucks are permitted to run, the cost of maintenance increases many times over the cost of maintaining these roads of like construction which are used by light vehicles and passenger cars. It was originally thought by highway officials that by building roads of concrete slabs that the cost would be the last cost, except for very nominal annual repairs. This proved to be true, until truck operators began to place large equipment with heavy carrying capacity in use. A look at the comparative costs of highway maintenance for the past 12 years in these States which have made a close study of costs shows that these costs increased proportionately faster than the tonnage of the trucks increased. Showing that costs of maintaining highways are skyrocketed as heavier equipment is permitted.

In addition to this actual maintenance cost, inspections of the roads show that they are being damaged to the point where they will have to be entirely replaced before the date estimated when they were constructed.

In 1937 Federal Judge Evans, Holly and Barnes, in a joint decision, held that heavy trucks were directly responsible for excessive destruction of highways in Illinois. The Warner Transportation Company, a trucking company, had brought suit against the State of Illinois, Wisconsin and Minnesota, holding that regulations by the States governing weights of loads and widths of trucks is unconstitutional. The transportation company also set out that the governing of weight by the State brought no economy costs, and that deterioration of highways was not caused by trucks.

The Federal Judges, however, unanimously upheld the statutes. In part their decision stated: "In cases of pavements carrying but little truck travel the pavements are enjoying comparatively normal lives with low maintenance costs. In the case of pavements bearing excessive truck travel they are rapidly disintegrating. Wherever a particular piece of pavement begins to carry heavy truck travel immediately the life of the pavement begins to go down and the cost of maintenance to go up.

When all the costs of carrier-for-hire truck transportation are added up they present an astounding total. And all elements must be considered if the true cost is to be presented. The cost of highway maintenance, the cost of shortening the life of main highways, the cost of human life and injuries to thousands of persons, all are a definite part of the sum total of what Texas pays for carrier

# ATE & DAVIDSON'S

## GENERAL MARKET & FEED STORE

We will open for business Saturday, March 11th and have prepared our place for your convenience... Will handle a good line of Groceries well stocked at all times... Up to date market fixtures have been installed. We have the best grade of Meats obtainable. We're not going in against ANY ONE... Just trying to make a living for our own families and will strive to merit your patronage and friendship... We've too Many Items to list on this circular. These prices are good for

### March 11, 13, 14, 15, 1939, Only

32 oz Dairy Maid Baking Powder, Bowl and Sample	FREE	21c
1 lb pkg Phelan Best Coffee and 10c pkg Phelan Tea	FREE	24c
No. 2 can All Gold Pineapple, Sliced or Crushed		16c
1 qt Jar Sky Way Salad Dressing or Spread		24c
32 oz Bama Peanut Butter	26c	
1 Handy Pail Coffee, Bowl FREE	84c	
5 lbs Pure Ground Coffee	50c	
No. 2 1/2 can All Gold Peaches	17c	
No. 2 can All Gold Pineapple Juice	13c	
No. 2 can Blue Ridge June Peas, 2 for	17c	
No. 303 can April Shower Peas, 2 for	27c	
No. 2 can Royal Gem Corn, 2 for	16c	
No. 2 can Big R-Tomatoes, 3 for	23c	
No. 2 can Fresh Lima Beans	9c	
14 oz bottle Catsup	10c	
13 oz Large Post Toasties	10c	
28 oz Apple Butter	16c	
15 oz 6 cans High Test Dog Food	25c	
8 lbs Crustene Lard	84c	
4 lbs Crustene Lard	42c	
5 lbs Extra Fancy Blue Rose Rice	19c	
10 lbs Imperial Sugar	44c	
1 canton 6 box Search Light Matches	19c	
10 lbs Idaho Russett Spuds	20c	

During the opening day Mrs. Debnor will serve Chili and Tamales and Phelan Best Coffee FREE all day. Valuable gifts will be given at 10, 11 and 2 and 4 o'clock... Special Entertainment Free for all. Shopping Bag FREE with each purchase. Balloons FREE to Children WHILE THEY LAST

#### DOUCETTE

Mrs. Kelly Mays and son of Center, spent the week end with her parents, Dr. and Mrs. J. C. Miller. Carrol Davis of College of Marshall, visited his parents, Mrs. D. S. Davis this week end. Miss Gladys Baskin of Houston visited her sister, Mrs. R. Tolar and other relatives this week end. The guests in the home of Mrs. O. L. Hendrix were Mrs. Ed Louis and Mrs. A. Louis of Lufkin. Mrs. W. E. Franklin and son spent Monday in Woodville with her parents, Mrs. W. K. Griffith. There is sickness in the homes of D. S. Davis and O. L. Hendrix. Miss Jessie Mae Shivers spent the week end with her parents in Woodville. L. R. Fisher spent the week end with his family in Beaumont. He reported that one of his children had the measles. Mrs. J. S. McCurley spent Sunday with her parents, Mrs. E. Hensarling in Woodville. Clarence Athly left Friday for Dallas on a business trip. Mrs. D. P. McDonald are proud that their house was discovered in time Monday at noon in time to save it from fire. They are lucky the wire wasn't on the north side of the building as the wind was from that direction. Bob York spent the week end with his family in Lufkin. All are invited to attend the singing at the Doucette church every Friday night. Mrs. A. Beard had the following in for the evening for a candy making last Wednesday night: Misses Emily Gauthreaux, Berlene Hensarling, Irma Davis, Mary Fritham and Doris Tolar, Mrs. B. Smith, Messrs Edwin Hopson, Bob McCurley, Wayne and Wallace Parker, O. Scarborough, J. H. Knight, and J. E. Squires of Warren, Ark.

#### FRED SCHOOL NOTES

Co. Supl. Riley and Mrs. G. Lewis will be present at Fred's next PTA meeting Monday night, March 13. At this time an election will be held to elect officers for the following year. The school will hold a picnic on the school grounds, to be held on the school grounds, to be held on the school grounds. The school will hold a picnic on the school grounds, to be held on the school grounds, to be held on the school grounds.

#### PIPELINE

Mrs. Cecil Hughes and Mrs. R. Royer of Port Neches visited in the J. W. Irby home recently. Mrs. C. W. West is visiting relatives in Port Neches this week. Those visiting in the home of Mrs. J. L. Gardner last week included Mrs. W. E. Owens and son of Doucette, Mrs. T. J. Wilkinson and daughter of Mrs. B. Mason, Lucy and Junior of Nederland and Mrs. W. Hatton of Warren. Those visiting in the Irby home last week were Mrs. B. Mason, Lucy and Junior of Nederland and Mrs. W. Hatton of Warren. Mrs. Edith Owens, visitors in the home of Mrs. Linnie Sheffield last week were Mrs. M. Sheffield of Port Arthur, Ray Neal returned home from Bryan Saturday. Miss Johnie Neal Gay was hostess for a party Wednesday night in the home of her grandfather, W. E. Mullins.

#### SUNNY DELL

Dr. D. D. Mann, Dr. and Mrs. W. W. Dunn were up from Beaumont Sunday to visit their uncle, J. D. Enloe, who is convalescing from last week's serious illness. Miss Annie Lee Faircloth of Antioch spent last week with her sister, Mrs. Jay Ratliff. Jack Martin and a boy friend of Port Arthur were guests in the C. A. Martin home Sunday. L. Gilbert Sturrock of Lufkin visited his parents, Mrs. O. S. Sturrock, Sunday. O. S. Sturrock made a business trip to Lufkin Monday. Mrs. Nannie Comstock of Port Arthur is again at the bedside of her father, C. W. Sturrock. She was relieved this week by his granddaughter, Miss Estell Sturrock. His friends will be sorry to learn that he has been bedridden for the past several weeks with no prospects for improvement at this time. O. S. Sturrock is getting the dock up this week. Arion Wallace of Chester visited his parents, Mrs. Tom Wallace and Mr. Wallace, Sunday. Mrs. Wallace is getting the dock up this week.

#### HILLISTER

Mrs. Oldham of Beaumont visited Mrs. O. E. Jones Thursday. Audrey Maddox of Marshall college is home for a few days. Mrs. Pettis visited Mrs. E. Owens and son of Doucette, Mrs. T. J. Wilkinson and daughter of Mrs. B. Mason, Lucy and Junior of Nederland and Mrs. W. Hatton of Warren. Those visiting in the Irby home last week were Mrs. B. Mason, Lucy and Junior of Nederland and Mrs. W. Hatton of Warren. Mrs. Edith Owens, visitors in the home of Mrs. Linnie Sheffield last week were Mrs. M. Sheffield of Port Arthur, Ray Neal returned home from Bryan Saturday. Miss Johnie Neal Gay was hostess for a party Wednesday night in the home of her grandfather, W. E. Mullins.

#### BIRTHDAY PARTY

Mrs. Annie Richardson was honored on her 75th birthday Tuesday, Feb. 28th in Shilo, at the home of her son J. P. Yawn, with a surprise party. Many beautiful presents were given. Refreshments of coffee, hot chocolate and cake were served to the following: Mrs. E. G. Graham, Jim Smith, J. B. Spurlock, Archie Spurlock, J. J. Campbell, Jim Lewis, Bill Martin, O. L. Caraway, Louis Allen, Oliver Caraway, Hooks Sheffield, Mattie Yawn, Chester Yawn, A. J. Spurlock, John Yawn, Abner Bell, Messrs. Vergil Ward, A. J. Spurlock, Misses Lila B. Spurlock and Charlotte Lackey.

#### C. BABIN

About a year ago friends and neighbors deeply sympathized with Mrs. Y. G. Stanley in the death of her dear mother, Mrs. C. Babin. Six months ago her brother passed on; just three months and three days later the wife of a brother who has been near death's door often the past few months, died and three months and three days later the father, C. Babin passed away. He was laid to rest Tuesday by the side of his beloved wife in Louisiana. Mr. Stanley who was near Bryan attending to business matters, at the time of Mr. Babin's death and Mrs. Stanley wired him. The words of the telegram were not plain and he read the message that Mrs. Stanley was gone and when Mrs. Forest Pate met Mr. Stanley in Corrigan he was gone. Mrs. Stanley was early in the morning of Tuesday, Feb. 28th, at the home of her son J. P. Yawn, with a surprise party. Many beautiful presents were given. Refreshments of coffee, hot chocolate and cake were served to the following: Mrs. E. G. Graham, Jim Smith, J. B. Spurlock, Archie Spurlock, J. J. Campbell, Jim Lewis, Bill Martin, O. L. Caraway, Louis Allen, Oliver Caraway, Hooks Sheffield, Mattie Yawn, Chester Yawn, A. J. Spurlock, John Yawn, Abner Bell, Messrs. Vergil Ward, A. J. Spurlock, Misses Lila B. Spurlock and Charlotte Lackey.

#### WOODVILLE NEWS

##### OUTLAW EXPRESS

WITH BOB BAKER

ALSO BOB BAKER

CHAPTER 2

WILD BILL HICKOK

PREVIEW SATURDAY ALSO SUNDAY AND MONDAY

FIVE OF A KIND

WITH DIORNE QUINTRIPLETS

TUESDAY (PAL NIGHT)

DANGER PATROL

WITH SALLY EILERS JOHN BEAL

WEDNESDAY THURSDAY SERVICE DE LUX

WITH CONSTANCE BENNETT CHARLIE RUGGLES HELEN BODDERICK AND BOB AHER

NEXT FRIDAY & SATURDAY GEO O'BRIEN

IN LAWLESS VALLEY ALSO CHAPTER 2

WILD BILL HICKOK

COMING 18, 19, 20

"YOU CAN'T TAKE IT WITH YOU"

#### Methodist W. M. S.

Twenty-six members of the Methodist Missionary Society attended the monthly business meeting Monday afternoon. Mrs. Fain announced the Magicians show which is being sponsored by the society, Mar. 9, Thursday, 7:30 p. m. Proceeds to go to the personage fund. The society is also sponsoring the annual St. Patrick's silver tea to be given in the home of Mrs. P. H. Powell, Hallam, Chas. Franch, Monday, Mar. 11-14. Delegate from Woodville will be appointed. Mrs. Brock has prepared material on "How to Find God" for discussion at the fourth Monday circle meetings in March. It is your duty as a Christian to be on hand at your respective circle meetings to join in this worthwhile study.

#### Baptist Church News

J. C. Boyd, Pastor

The Missionary Auxiliary met Monday with Mrs. Clyde Smith at all day program for Home Missions. There were 25 present. "The work among the Deaf," "The Home of the Future," "Most Injurers," "Rescue Missions and good will centers. Negroes work with Spanish speaking people in Dallas, Chicago, French, Moscow, etc." by a number of the ladies taking part. Several songs were sung and prayers offered. The Rev. Mr. Bailey and his wife were on by a number of the ladies taking part. Several songs were sung and prayers offered. The Rev. Mr. Bailey and his wife were on by a number of the ladies taking part. Several songs were sung and prayers offered.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

#### WOODVILLE LOCALS

Mrs. Madge Schellforth, mother and Mrs. Arthur Anglin were in Beaumont.

Tune in on KFDM tomorrow, youngsters are to go to Beaumont for a 15-minute broadcast.

Tune in on KFDM tomorrow.

### DO YOUR SHOPPING HERE

Save That Difference

4 lb. Any Kind	One Gallon Can
<b>SHORTENING 39</b>	<b>SALAD OIL 79c</b>
10 lb.	9 lbs.
<b>Sugar 45c</b>	<b>SUN RAY CRACKERS 14c</b>
Any Kind	1 can
<b>Snuff 30c</b>	<b>Prince Albert Tobacco 10c</b>
6 oz Glasses or Bottles	
1 qt Peanut Butter	24c
Moths Oats Plate Free	25c
8 Bars Big Ben Soap	23c
Swan Down Cake Flour	25c
32 oz Clabber Girl Baking Powder	21c
25 oz Clabber Girl Baking Powder	18c
Carnation Milk 3 Tall or 6 Small	21c
3 lbs Fancy Blue Rose Rice	18c
1 lb Bright and Early Coffee	21c
3 lbs Bright and Early Coffee	63c
3 1/2 lbs California Navy Beans	17c
3 1/2 lbs California Lima Beans	17c
1 Quart Mustard	10c
14 oz Bottle Catsup	10c
3 Boxes Search Light Matches	10c
No. 1 can Sliced Peaches	9c
3 Tomato Paste or Food Meat	
3 pkgs Table Salt	
1 lb Maxwell House Coffee	
3 lb Maxwell House Coffee	

#### ITEMS 2 FOR 15c

Can Corn, Green Beans, Mustard, Turnip Greens, Spinach, English Peas, Lamp Globes, 1 lb Soda and No. 2 Tea

### \$1 RED HAWK OVERALLS

8 oz. Sanforized

#### FLOUR AND MEAL

48 lb White Swan Flour	\$1.49	12 lb Nancy Lee Flour	
2 1 lb pkgs Soda	79c	20 lb Cream Meal	
24 lb White Swan Flour	79c	10 lb Cream Meal	
1 1 lb pkg Soda free	45c	5 lb Cream Meal	
12 lb White Swan Flour	\$1.35		
1 5c pkg Soda free			
48 lb Nancy Lee Flour	69c		
24 lb Nancy Lee Flour			

#### WHEN YOU WANT

All kinds of Piece Goods, Laces, Threads, Tons, Shoes, Hats, Dress Shirts, House Ladies Hats, Notions, Toilet Goods, W Clothing, Prints, Bleaching, Domestic Sheetings, Dresses

Costume Jewelry — Baby Things

YOU WILL FIND THEM HERE

# CHEVROLET

The only low-priced car combining "All That's Best at Lowest Cost"

It takes the best in motor car design, engineering and manufacturing to give the best in motoring results. Today, as always, Chevrolet brings you the best in modern motoring at the lowest cost in purchase price, operation and upkeep. See this car at your Chevrolet dealer's today.

Don't be satisfied with anything but the best—BUY A CHEVROLET

ALL CHEVROLET PRICES ARE MUCH LOWER!

See this car at your Chevrolet dealer's today.