



**TEXAS TERRACE RECORDS  
SMASHED, 868,000 ACRES  
SAVED LAST YEAR**

All records were broken in saving Texas soil from washing away during the year ending May 31st, with 868,000 acres terraced or contoured in 292 counties by farmers, county agents and 4-H club boys, according to figures just announced by M. R. Bently, Farm Engineer of the Extension Service. The total acreage in the State terraced or contoured to date is now placed at 3,020,000 acres, of which 3,000,000 acres have been done since 1920 and more than 2,000,000 acres since 1925. Of the land protected last year about 200,000 acres were contoured, Mr. Bently says.

West Texas is saving the soil at a rate ten times as fast as Central Texas, he believes, if figures from five typical counties in each section may be considered a fair sample. These showed that about 3,500 acres per county terraced annually in the Blackland Belt, while around 35,000 acres per county are put under terraces or contours in the West. Runnels county is given the distinction of having the greatest total area terraced or contoured to date with about 150,000 acres protected.

The huge totals above are attributed to terracing schools of recent years which last season trained 8510 men and 2587 boys to run levels and build terraces. A total of 1213 such schools were held in 135 counties. During the year, 750 farm levels were bought and placed for use in communities, and 804 terracing machines and 420 terracing plows. In 55 counties, county machinery has been made available by commissioners' courts for use of farmers in constructing strong terraces cheaply.

"Contouring, which consists of following the contour lines with rows without throwing up any terraces at all, is adapted to more level countries," Mr. Bently explains, "and in recent years has become very popular in the West. About one-fourth the total Texas acreage protected last year consisted of contoured land. That it is no serious bar to big scale farming is shown by the fact that it is done in the fact that it is done in the section of the State where some of the largest farm machinery in the United States is used."

**WITH OUR EXCHANGES**

The San Saba News says that the Central Texas farmers have organized, they expect to enroll 10,000 members in an effort to strengthen the cotton market.

The Christoval Observer reports the return of Mrs. J. L. Murray and daughter, Johnnie V. from Kansas City.

The Concho Herald reports that Doc King was bitten by a rattler Monday of last week, and went blind after reaching the doctors office but was resting well and regained his sight by Thursday.

The Eden Echo reports that the Santa Fe going east collided with a vegetable truck from Maron last Tuesday, four passengers on the truck were hurt, truck demolished, but no one killed.

The Kerrville Sun reports that there are 145 unemployed people in Kerr County.

The Heart O' Texas News reports that a tramp visited that office last week, he had been in almost every country in the world, spoke seven different languages and mooched the News Editor for a few donuts.

The Miles Messenger reports that Runnels County has 6,524 scholastics.

The Melvin Enterprise reports that chicken thieves got 150 chickens from Mr. and Mrs. Barnett last week.

The Rotan Advance, reports that the West Texas crops are 15 percent above average normal.

The Merton Star reports that Briant Glascock was killed in an auto wreck last week. Briant at one time lived in Eldorado, he was 19 years of age.

The Merton Star reports that a good will picnic between four communities in Irion County was being planned. The object of the picnic is to promote good will between all parts of the county.

We learn through the San Saba Star that Lampassas is to have a Rodeo

**AUTOMOBILES AND THE WORLD WAR**

The annual death rate due to the automobile, according to Robert Lamont, Secretary of Commerce, is now close to the total American casualties in the World War.

Fatalities have increased from 12,500 in 1920, to 31,000 in 1923. And while in 1926 there were 107 deaths for each 100,000 cars in use, last year the rate was 117.

The rising toll has been blamed on such factors as the increased utilization of the average motor car and the high speeds at which it is driven. These have undoubtedly had some effect. But of far greater importance is the general disregard of traffic regulations and the fact that most of our states are now attempting to control 1930 conditions with 1915 laws.

Only 17 states require examination of drivers. The other 31 allow persons to use the public highways irrespective of their competence and responsibility. Almost no states have modernized, adequate and rigidly enforced traffic codes. Last year a few cities, such as San Francisco, St. Louis and Chicago, recorded decreases in their automobile accident records through concentrated attention to traffic problems.

That the rising death and injury rate caused by automobiles is one of the gravest of our national problems goes without saying. It is the opinion of experts that improvements in the situation will only come when every state requires examination of drivers, keeps the reckless and incompetent from using the public highways and rigidly enforces traffic codes in keeping with modern conditions.

and Bull Fight July 4th.

The Menard Messenger reports that the Editor car was stolen after a few hours of sweating and mental agony the Editor had a thought another car of the same description was parked near by; he took the number; went to the court house and looked up the owner, went to his home and found his car, the man has driven the wrong car away. The Editor of the Messenger was relieved, and the other fellow was some what chagrined.

Mr. and Mrs. Dean Swift and son Ciscero from San Angelo were in Eldorado Tuesday meeting friends and attending to business.

**WRIGHT'S PARAGRAPHS**

After reading last weeks San Saba News, we believe that Sun-of-gun, enjoyed his stay in Corpus Christi. Just why Smith could fall in with good company, such as Rev. H. E. Draper, is beyond us, unless it was the company that went with him, we note that the editress was with him. He never mentioned seeing any pretty girl or eating any pecan pies, he must have been full of salt water.

After reading "Lynch Davidson withdraws from Governor Race" in a great number of Dailey and county weekly papers, it seems like the press has lost its influence. Davidson undoubtedly had the wishes of the Press but could not muster up the votes from the forks of the creek. They are the ones that fills the office.

We hereby nominate Bishop James Cannon Jr. for President in 1932, he has more brains than the best politicians in America, with the combined wet press thrown in. We would like to see a man like the Bishop wielding his influence from the White House, he has done a great work out of it and no doubt could do better if he was in the chair. We would nominate Tom Love for Vice-President, but we need him as Governor of Texas four years.

We wonder if the wets are going to vote for Bob Henry for Senator, I we remember right Bob was among the leaders of the Klan back in the Klan days, but that wouldn't hurt Bob if he is wet enough.

Some one asked Archie, the negro shine, what made them put the depot in Eldorado so far from town, Shine said he did not know unless it was to get it on the railroad.

With railroad service now established in Eldorado, we can enjoy the thought of a past few years in anticipation of this eventful event.

Mr. and Mrs. A. B. White who reside 3 miles south of town, were the first to buy a railroad ticket at the New Santa Fe Depot, I nfact the first ticket sold in Eldorado. They bought a round trip ticket to Sonora paying \$2.00 for the tickets. The new Agent came in Sunday afternoon and Mr. White was on the job with a request for the purchase of the tickets. We regret very much that we do not have a cut of the parties and also of the tickets to run in this issue. Buck was all smiles and looked as happy as we did the first pair of red top boots with brass caps we ever owned.

All aboard the train was heard for the first time Tuesday morning, when the Special train carrying people to the celebration at Sonora, pulled out. Eldorado was well represented at the depot and also on the special train.

And now comes some of the roomers at the G. A. Neill home, and says that "Uncle George" got up at 4 a. m. Tuesday morning in order to catch the first train out of Eldorado to Sonora. Mr. and Mrs. Neill did not want to miss the train and when "Uncle George" use to punch cattle over the same route he had to rise earlier and get off and keep moving to make the trip in a day, so all the roomers had to arise early Tuesday in order to assist "Uncle George" and "Aunt Kitty", off on the special.

A. B. White has the distinction of being the first man to buy a ticket, at the Eldorado depot, but this scribe A. T. Wright got the first freight out of the depot sending the first freight bill and unloaded the first freight which came in on the regular train Tuesday.

Mrs. A. T. Wright, Beatrice Wright and Bobby Barber were among the passengers to Sonora on the Tuesday Special: the first train ride for the mother, daughter and grandson.

**FORBES' MEDICAL**  
AND CHICKEN NETES IN THE  
TIN'S ROOST PAIN, an insecticide and wood preserver. This oil is very penetrating and lasting.  
**MARTIN'S POULTRY TONE**  
is valuable as a tonic for Poultry that have been exposed to blood sucking insects. For sale and guaranteed by: L. M. Hoover.

**NOTICE TO PUBLIC AND MERCHANT.**  
We will not be responsible for any losses, Groceries, Hardware or Dry Goods bought by, Sub Contractors, employees, or Agents of our company unless the company or one of our Requisitions, properly signed by one of our authorized representatives, Lone Star Construction Co.

**WRIGHT'S  
WONDERFUL PRICE'S**

Below you will find a few prices for your every day buying not specials for one day but every day bargain prices for CASH.

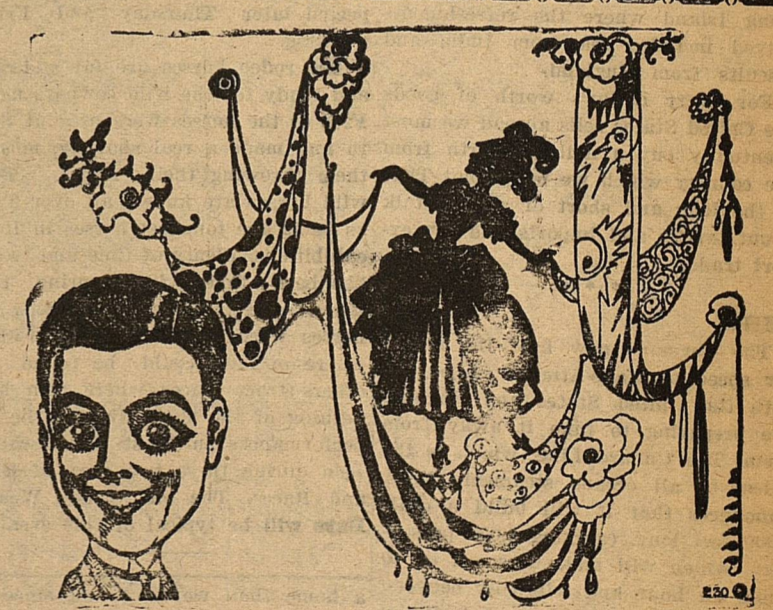
- SUGAR 25 lb sack ..... \$1.50
- TOMATOES No. 2 per can ..... 10c
- TOMATOES, No. 1 3 for ..... 21c
- PEACHES, Libbys No. 2 1-2, per can ..... 25c
- PICKLES, Qt. jar, sweet mixed ..... 35c
- PICKLES Sour, 32 oz. .... 23c
- BANANAS, 6 days a week ..... 25c
- BLACK-EYED PEAS per can ..... 10c
- PORK & BEANS, Libbys per can ..... 10c
- SALMON per can ..... 15c
- CHERRIES Red Pitted per can ..... 25c
- GINGER ALE, 12 fluid oz. 2 for ..... 35c
- FLOUR, Extra high pat. 48 lb ..... \$1.85
- VINIGAR, gallon ..... 35c
- COFFEE, Peaberry 5 lb bucket ..... \$1.25
- PICKLES, Dill, quarts, 2 flavors ..... 35c
- CORN, No. 2 per can ..... 10c

We have Fruit Jars, Rubbers, Caps and Self-Sealing Lids.

Trade where your cash gets the most everyday in the week. Get our prices on goods not listed.

**Wright's Cash  
store**

"A BARGAIN IN EVERY PURCHASE"



**DAINTY Materials**

Sheer beautiful materials are what you need for hot weather comfort. We are showing the "last word" in these much sought after materials. These materials are real bargains for the thrifty buyer. We invite YOUR Business.

**Brooks Store**  
Quality Merchandise

**Specials For Friday  
& Saturday**

THE NEW DRY GOODS STORE

- 1 lot Ladies Silk Dresses ..... \$4.49
- 1 lot Ladies Silk Dresses ..... \$8.49
- 1 lot Ladies Fancy Stepins ..... 93c
- Ladies Rayon Bloomers ..... 79c
- Guaranteed fast color piece goods from 19c to 45c per yard. A saving of from 1c to 5c per yard
- To Introduce our Brownie May wash Dresses we are going to sell our Regular \$1.95 Dresses Friday and Saturday for only ..... \$1.50
- Mens 220 Wt White Back Demin Overalls, Friday and Saturday only, a pair ..... \$1.49
- Mens Guaranteed Sand Colored work Pants, Very Special for Friday and Saturday at ..... \$1.85
- Mens Fast Color Dress Shirts all sizes Special for Friday and Saturday, each ..... 9c

Lots of other Bargains that space won't permit us to name. Come in and look our stock over before you buy, we can save you money on good staple dry goods.

"YOUR SATISFACTION IS OUR AIM"

**W. A. Forrest & Son**

IN THE NEW PARKER BUILDING

ELDORADO

TEXAS

### GREATEST TRANSCONTINENTAL ROAD

#### The Old Spanish Trail, From St. Augustine To San Diego, Is Nearly Finished

By the end of 1931 it will be possible for a motorist to start from Maine and drive to San Antonio, Texas, without ever getting off a hard road. Within another two or three years the motorist can continue his journey to California, over hard roads all the way.

With all of our progress in road building, there is today not a single route across the Continent which does not involve driving over hundreds of miles of roads which most motorists, accustomed to the paved highways of both coasts and the Great Lakes region, would classify as positively bad. But with the completion of the Old Spanish Trail we shall have a highway connecting the Atlantic and the Pacific Oceans, a highway paved or hard surfaced throughout its entire length, and a trans-Continental highway, moreover, which will be passable at all seasons of the year, since it is located through out its length far to the south of the snowbelt, which makes the more northerly passages impossible in winter.

It is no wonder that the United States Government is aiding liberally in the construction of this road which will give the speediest possible route for the movement of motorized military forces from one coast to the other.

From Maine to Florida the Atlan-

tic Coastal Highway is now substantially completed either concrete, macadam or hard sand-clay surface all the way. And when it gets to historic old St. Augustine, Florida, it strikes the beginning of the Old Spanish Trail connecting St. Augustine on the East with San Diego on the West.

The idea of a cross-continent highway which would follow the trade and military trails blazed by the early Spanish settlers on the Gulf and in the Southwest was first given light at a gathering at Mobile, Ala., in 1915. Nobody knows who selected the picturesque and descriptive name, nor just how the movement started. The first idea was to connect New Orleans with Miami. But the West heard about it and eagerly joined in the movement, set up a promotion headquarters in San Antonio, and projected the original plan two thousand miles farther than its original enthusiasts had dreamed of going.

And now it is nearing completion. Starting from St. Augustine, where the Spaniards have left their indelible record in the narrow streets and picturesque old fort and other buildings of this oldest of American municipalities, the Old Spanish Trail runs through Jacksonville, Tallahassee, Pensacola, Mobile, Bay Saint Louis, New Orleans, Lake Charles, Beaumont, Houston, San Antonio, Fort Stockton, El Paso, Las Cruces, Douglas, Tucson, Phoenix and so to California, and San Diego. It crosses eight states, three great bays and the greatest of North American rivers. It crosses the Great Divide at its lowest point, at Bisbee, Arizona, at an altitude of 6,030 feet above sea-level and descends into the

Imperial Valley, through El Centro, California, 51 feet below sea-level. Yet there are no grades which can not be driven in high gear.

Two-thirds of the drainage water of the United States crosses the Old Spanish Trail, yet only two ferries are necessary; one across the Mississippi River at New Orleans, the other over Berwick Bay at Morgan City, Louisiana. All of the other watercourses which the Trail crosses have been bridged.

The Old Spanish Trail follows the line of the chain of missions and presidios which the King of Spain ordered in 1772 to be constructed from the Gulf of Mexico to the Gulf of California. San Antonio was the meeting place of all the trails connecting the Spanish settlements with each other. And in San Antonio, a few weeks ago, the King of Spain, through the Spanish Ambassador to the United States, presented a royal decoration to Marral Ayers, the managing director of the Old Spanish Trail Association, in recognition of his services in preserving and perpetuating the old Spanish traditions.

Of the first 379 miles of the Trail, from St. Augustine, to Bay St. Louis, all but a few miles has been paved, and that part in Mississippi, is hard sand and gravel. Thence across Louisiana to the Texas line, 362 miles, concrete pavement is being laid the entire distance, though it will be the end of next year before this is completed. The unpaved sections are good gravel roads.

From the Texas-Louisiana line to San Antonio, 329 miles, the Trail is 80 percent paved. Thence, 583 miles to El Paso, the gravel road is good

but dusty and paving is being carried on rapidly, eventually to cover the entire stretch. From El Paso westward across New Mexico and Arizona to the California line is 712 miles, of which about half is paved, the rest gravel roadways over the desert and through the Rocky Mountains. By the end of this year it is expected that the last stretch of the 478 miles across California to the Pacific will have been paved.

This great highway, 2,741 miles long, is the largest single piece of road building which has ever been undertaken since the days when the Caesars connected all of the outlying provinces of Europe with Imperial Rome by roads, some of which have lasted to this day and are still main thoroughfares of commerce. When it is finished it will have cost upward of \$110,000,000, provided by the states, counties and municipalities and by the United States Government.

As every other great road does, the Old Spanish Trail is opening up new areas to settlements, to industry and to development. Until it was cut through Jacksonville west, five years ago, few tourists to Florida ever saw the lovely rolling country of West Florida, the hills and rivers and coast-line vistas that lie between Tallahassee and the beautiful city of Pensacola. The opening of the Trail has brought new life to Pensacola, which with its magnificent harbor and new rail connections northward is rapidly recapturing its ancient importance as a seaport. And so, all along its route, the growing tide of motor tourists following the Old Spanish Trail is discovering and spreading the news to the rest of the world that in this South and Southwest there are opportunities and beauties which few had ever realized existed.

#### Village Publisher Wins

Score another victory for the village publisher. Last year Warren Hunter captured three first prizes in the Texas Press Association contests for the best weekly paper and best ad composition. Now he has won honorable mention for the best newspaper production and also for the best editorial page, at meeting of the National Editorial Association, covering the entire United States. His paper, the Herald, is published at Harper in the Hill Country of Texas, a town of 300 people 25 miles from a railroad. It isn't your town or your location that counts; it's you.

#### Shipping Tomatoes

It would be interesting to know what Texas will realize from the tomato crop this year. Four shipping points in Anderson county have sent out about 245 cars, from which \$124,500 has been realized. Frankston alone has marketed 150 cars. East Texas growers are making from \$25 to \$125 an acre profit, despite overproduction. Many South Texas growers made more some clearing as much as \$200 an acre. Little is heard about "hard times" from farmers who are practicing diversification and paying enough attention to fruits, vegetables, dairying and poultry raising.

Misses Peggie Marie Davis and Misses Harita Jeter of Junction Texas were guests of Misses Mary Lee and Lola Davis the past week.

FOR SALE: A few Poland Pigs.

J. C. Johnson (p. 27).

### TEXAS AND TEXANS

By Will H. Mayes  
Austin, Texas.

"All Texans for all Texas."

#### Corpus Christi Port

Corpus Christi has a strategic and enviable position as a seaport, from which a large part of Texas is in position to profit. For almost half of the State and that section of the country lying in Western Arizona and Southern New Mexico it is the nearest almost logical port for domestic and foreign shipments. It is also the shortest and most direct route for water shipments into Mexico via Laredo. With port development further down the coast at Point Isabel, the Lower Rio Grande Valley will have direct outlet to all the world for its products, and much of the business of the east coast of Mexico will pass through the lower part, but being nearer, Corpus Christi will serve an immense territory that is as yet but partially developed, but which is rapidly coming into notice because of the unusual variety of its products, both agricultural and mineral.

#### Gulf and West Texas Railway

Corpus Christi is already served by direct railway lines west to Laredo and northward to San Antonio, from where lines now radiate in all directions, except to the northwest through Mason and Brady, to San Angelo, Brownwood and Abilene to other feeder connections. The northwest route from San Antonio is partially built, but there are gaps yet to be filled in to give the tonnage necessary to successful operation of the lines and to furnish transportation direct to Corpus Christi for a vast territory. The company organized to build these gaps is asking for stock subscriptions to the enterprise. San Antonio, hardly as alert to its own interests as it should be, is hesitant to subscribe its share of the stock, though its most active business men are making efforts to secure it. San Antonio, as the industrial and wholesale center, will get the greatest direct profit from this road and should hurry to do its full part to get it.

#### Hill County Scenic Roads

A movement is afoot to have a scenic highway designated and built from Austin to Marble Falls and across to Kingsland, where one of the Colorado river dams is to be located. This road would connect with the north and south highway being built through that section to the Panhandle and would touch or run near many of the noted scenic spots of the "Heart of Texas" country. Another scenic route is being surveyed through the Davis Mountains, making a loop of 80 miles that begins and ends at Fort Davis, the elevation of this route being from 5,000 to 7,000 feet. It will profit Texas to assist in developing roadways to points of greatest interest, thus making it possible to see and know the many beauty spots of the State. It is only in this way that Texans will come to know and appreciate Texas as they should.

#### Would Keep Something Doing

The Sabinal Sentinel editor says that crops and crop prospects are good but that the town should do something more than wait for the crops to grow. He would inject more civic pride into the people—build a hotel and his energy. We will all know more about Texas and love it the more we erect a town hall which would be a community center, hold a community

fair, make a "good-will" tour, do anything to shake off the lethargy caused by the summer heat. If the editor will keep prodding with enough energy his prods will have the desired effect after while. They always do.

#### Pease River Irrigation

The Pease River Irrigation Association has received a year's extension on its project to dam the Pease River near Crowell to store 670,000 acre feet of water to irrigate 200,000 acres and develop hydro electric power. The dam is to be 100 feet high and 3,000 feet long. United States army engineers have been investigating the project from a flood relief standpoint and if their report is favorable Federal aid is expected.

#### Tomato Growing Paid

There were doubting Thomases among Navasota who confronted that ornate growing couldn't be made profitable there. The local chamber of commerce thought it could, planted an acre to tomatoes to prove its connection and marketed a crop which brought \$500. That kind of action, along with such results, inspires confidence.

#### Community Cannery

A community-owned and operated canning plant in the Pearsall school district has put up 4,000 cans of various products this season. Such plants are not expensive when the cost is distributed in a community and the canned products go far toward lowering the cost of living, but the report is that the canning plant at Pearsall is the only one of the kind in all Southwest Texas. Why not more?

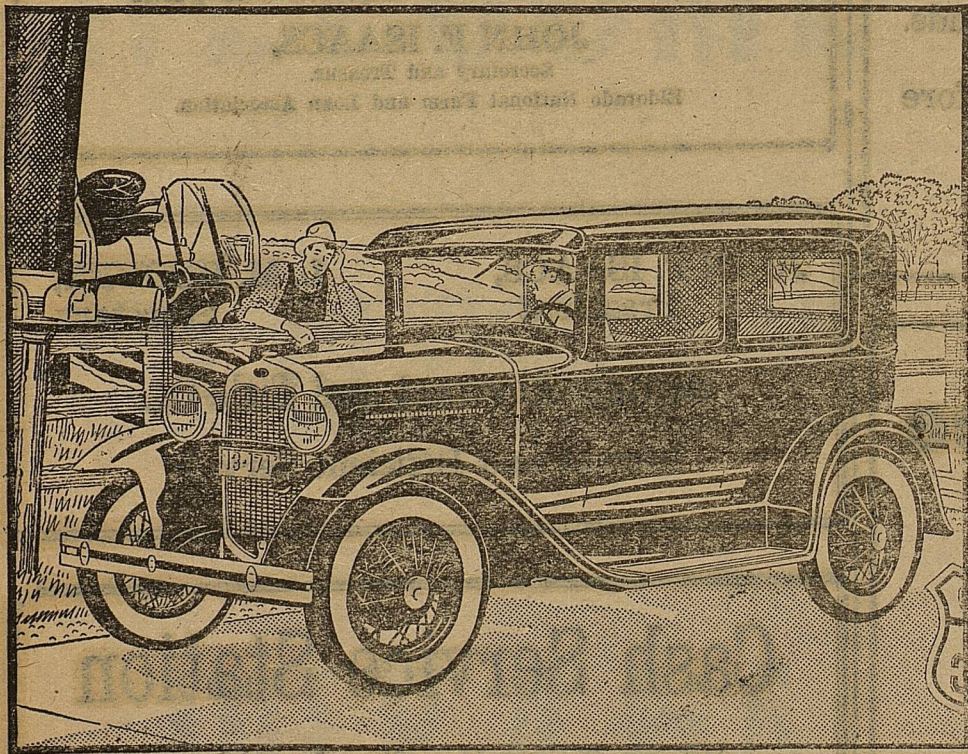
#### Building Texas Industries

The San Marcos Record wants Texas to adopt a new slogan or battle cry: "A new industry for every Texas town." The census reports show that most Texas towns have been growing but not fast enough to consume the farm products. Commerce alone can not support the urban population of the State. Industries are needed in every town an dmust be built and sustained if the towns would continue their growth.

#### Another Success

J. Frank Doble grew up in the ticks of Frio County. Early in life he developed two hobbies: To get an education; and to study Texas folklore. He got the education and became a professor at the University of Texas, gathering his Texas folklore material at odd times and during vacations. He wrote what he learned and acquired a forceful, interesting writing style. He got his folklore stories into the papers and magazines of the country. He became the inspiration back of the Texas Folklore Society and edited its annuals. He wrote folklore books that attracted nation-wide interest. He has been awarded a grant from the Laura Spellman Rockefeller Foundation that equals his University salary and allows him \$500 for traveling expenses in order that he may continue his folklore research throughout Texas and complete the material necessary for another book. He will assemble folklore tales with attention directed to place names, animals, trees, mountains, flowers fauna flora, missions and historic characters. Frank Doble is Texas. He is his friends. Texas will profit by his learnings, his hobby pride into the people—build a hotel, and his energy. We will all know more about Texas and love it the more because of his efforts.

## RELIABILITY ECONOMY GOOD PERFORMANCE



THE NEW FORD TUDOR SEDAN

**YOU are buying proved performance when you buy a Ford. You know it has been built for many thousands of miles of satisfactory, economical service.**

Letters from users in every part of the world show the value of the sound design of the car, good materials and accuracy in manufacturing. You sense a feeling of sincere pride in the oft-repeated phrase—"Let me tell you what my new Ford did."

Further tribute to the sturdiness, reliability and general all-round performance of the new Ford is shown in the repeated and growing purchases by government bureaus, by police departments, and by large industrial companies which keep careful day-by-day cost records. In most cases, the new Ford has been chosen only after exhaustive tests covering speed and power, safety, comfort, ease of control, oil and gas

consumption, low yearly depreciation, and low cost of up-keep.

They have found, as you will find, that the Ford embodies every feature you want or need in a motor car at an unusually low price.

#### NEW LOW FORD PRICES

Roadster	\$435
Phaeton	440
Tudor Sedan	495
Coupe	495
Sport Coupe	525
De Luxe Coupe	545
Three-window Fordor Sedan	600
Convertible Cabriolet	625
De Luxe Phaeton	625
De Luxe Sedan	640
Town Sedan	660

(All prices f. o. b. Detroit, plus freight and delivery. Bumpers and spare tire extra, at low cost.)

Universal Credit Company plan of time payments offers another Ford economy.



ASK FOR A DEMONSTRATION NOT very far from wherever you are is a Ford dealer who will be glad to give you a demonstration ride in the new Ford.

FORD MOTOR COMPANY

### Back Quit Hurting

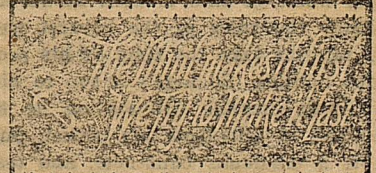
"I was in a very weak condition from a serious sickness," writes Mrs. I. Leonard, 571 Joseph St., New Orleans, La. "I was so weak, I wanted to sleep all the time. I did not have strength to do anything. My back ached nearly all the time. I was just in misery."

"My mother told me I must arouse myself from the sleepiness, and take something to help get my strength back. She had taken Cardui and had been helped, so I decided to take Cardui, too. After my first bottle, I could see that it was helping me. I took four bottles at this time. My strength came back and I gained weight. Pretty soon, I was my old self again. "My back quit hurting, and I haven't had any more trouble since I took Cardui."

### CARDUI

HELPS WOMEN TO HEALTH

Take Theford's Black-Draught for Constipation, Indigestion and Biltbusness



### MONEY TALKS

#### THE INVISIBLE ELEMENT

There is one phase of our service that you can always see, such as keeping an accurate account of your funds—  
But it is the **INVISIBLE ELEMENT**—That loyalty and wholehearted concern for the welfare of our patrons—which really makes our service a little different and a little better.

First National Bank  
Eldorado, Texas



# The Way of Life

By BRUCE BARTON

## LIONS

THERE was one year in my life when it seemed as if everything went exactly wrong.

The resulting accumulation of worries and problems loomed up like a range of mountains. It hardly seemed worth while to try to get on top of one of them because there were so many others beyond.

Wise old Talleyrand, when he could not see his way clearly through a difficult situation, used to take to his bed and give out word that he was ill. It was his experience that many difficulties solved themselves if one only let them alone for awhile.

Adopting his example, I went away for a couple of weeks and played golf. When I got back the troubles and problems had not disappeared, but I was a different man.

I went down to the office, made a list of all of them, and decided to tackle the toughest one first. I cleaned it up in one day and started after the others.

An amazing thing developed. Some of the worst situations proved to be the easiest, and of one of the whole lot turned out to be worth half the

worry I had given it.

The lesson was valuable. I ought to have learned much earlier in life, for I had been given plenty of opportunity to observe the ways of successful men in such matters.

One of my first bosses made it a rule every morning to ask for the bad news first. He said "I want to get the tough things off the calendar while I am fresh. I never deal with the same thing twice. When I pick up a paper from my desk I don't lay it down until it's settled. Procrastination is poison."

An acquaintance of mine is a prominent operator in Wall Street. I asked once if it were true that at different times he has taken tremendous losses.

"Losses," he exclaimed, "I've taken millions in losses. Any man who tries to get through life without taking losses will never make any money. The trick is to take 'em quick and forget 'em. Amateurs worry about them in advance and brood about them afterwards. The worry and the brooding break their nerve."

The Book of Proverbs, which said pretty nearly every thing that can be said—and much better—has this verse:

"The slothful man saith, There is

## WHO ARE THE "RUBES"

It is about time for the city people and the city newspapers quit referring to the American farmers as a "Rube" and caricaturing him as a low-brow European peasant, only slightly Americanized by a set of cinch-whiskers a la Uncle Sam.

The trouble with city folk, especially in New York and elsewhere in the East, is that they get their impressions of the farmer, as of everything else, from European sources. Because the mass of people tilling the soil in Europe are uneducated, unintelligent peasants, tenants for the most part and tied to the soil as no American has ever been so tied, the city-bred Europe-conscious people who have never penetrated any farther into America than the shores of the Atlantic Ocean think America farmers must be the same type.

Nothing could be farther from the truth. No individual or class of our people has been more prompt to apply new methods or science, new inventions, new ways of doing old things, than the American farmer. The implication when he is referred to as a "Rube" is that he is stupid, unprogressive person, content to do everything as his father and grandfather did it.

A lion without, I shall be slain in the streets."

Worrying about the lion, the slothful man is eaten by fear, which is a more terrible death.

The wise man steps out boldly. And more often than not the lion proves to be just a motion picture lion, with his claws cut short and his poor old

before him. As a matter of fact, practically nothing is done on American farms today the way it was done a generation ago.

One of the things that has brought about the change has been the development of the numerous Colleges of Agriculture. Nothing like them is known in any part of the world. Old-time farmers used to sneer at the idea that college could do a farmer any good; but the progressive farmers of today are practically all college graduates, and the leadership in every movement for the betterment of farm conditions comes from these schools.

Our National and State departments of Agriculture have enlisted in their service—the service of the American farmer—more men of high scientific attainment, engaged in vital research into the manifold problems which the farmer must solve if he is to succeed, than are engaged in any other field of scientific inquiry. Our agricultural experiment stations have taught the "man with the hoe" not only new and better ways of doing things but the reason why they are better ways.

Instead of the inefficient, dull peasant, the type which stands for "farmer" in the city folk's minds, the American farmer has been too progressive, too efficient, if such a thing were possible. By improved and scientific methods he has increased production more rapidly than the demand has grown for his products.

The ultimate result of that will be of course, that a smaller number of farmers will supply the Nation's needs. And the ones who will remain and prosper on the farms will be the ones best fitted by education and intelligence to do the job. And they will be even less like "Rubes" than the farmers of today.

## Winter Strawberries

Forty farmers at Carrizo Springs have organized the "Winter Garden Strawberry Association," and signed up to plant 300 acres in strawberries. Eight million plants will be required, and are being contracted. It is expected that shipments will begin by Christmas. Strawberry growing is not an experiment at Carrizo Springs, the business having proved unusually successful in past seasons.

John Irving King was in Eldorado Tuesday from his ranch east of town.

## WEST OF THE PECOS

By Cain

When the Census was taken this past spring, there was some question as to whether the people of Alpine should be counted as citizens of Eldorado or not. The question was settled when Mayor George Baines of Alpine pointed out that in spite of the close proximity of the two settlements, Alpine was "West of the Pecos" and therefore could not be incorporated in metropolitan Eldorado. However this clearly settled that all villages east of the Pecos should be regarded as suburbs of Eldorado; this includes San Angelo which is only 50 miles north of town. The quickest street from Alpine to Eldorado is up the Old Sanpish Trail Boulevard for 230 miles and there you are. Students in Sul Ross spend the week end in Eldorado, and men-about-town from Eldorado dash over to the Texas Alps for rest and recreation since Sul Ross enrolls 750 students this summer of whom 650 are girls.

Among the students who week-ended in Eldorado lately are Margaret and Charlotte Tisdale, and Mrs. Otis Bue. Mr. McClatchy and Mabel have also been in Eldorado lately. Mr. Oliver Russel found it inconvenient to go from Eldorado to his work in Alpine so he moved to his work.

An Eldorado man-about-town who has been in Alpine for the past few days but has returned after finding himself unable to stand the social strain involved in entertaining 6 school teachers, is Mr. Edwin Newlin. All men in Alpine are so burdened as the ration of girls to men is 6 to 1.

I see in the paper that there has

been a hot wave over the United States and especially over Texas, with record breaking temperatures in various parts of the State. Houston, Presidio, Fort Stockton, Temple, and other equally scattered report temperatures way above average, and Alpine is no exception as the thermometer reached the unheard level of 98 degrees. Students recovered from their cases of heat prostration on reading of home temperatures averaging 12 degrees higher.

The baseball club of Alpine and Eldorado should cross bats in the near future as both have strong teams. Eldorado with Huge Buck Bailey, T. J. Bailey Beeler Brown and other reinforcements will have an outstanding team in West Texas, while Alpine has lost only two games this season and one of those was one of a two game series with Texon. Alpine lost the first of this series but on the following day, came back strong, winning 6 to 1. A game between Alpine and Eldorado would give loafers something to argue about for days and days.

Miss Jeanette Henderson who has been attending Miss Hockaday School in Dalais returned to Eldorado Tuesday of this week to spend her summer months at home.

Mrs. W. B. Bradshaw received a phone message Tuesday morning from her father R. I. Glenn at Del Rio, that Wanita their little daughter was bitten three times by a rattler on a ranch near Del Rio, the child was rushed to Del Rio for treatment.

# WELCOME

# TO ELDORADO

# JULY 4 & 5

# RODEO & RACE MEET

# FREE BARBECUE

## Pennant Service Station

Pierce Oil and Gasoline

Courtesy Service Satisfaction

KEEP COMING

W. A. REEDER

Washing Prop. Greasing

## M. O. SHAFER Cash & Carry Grocery

While in Eldorado July 4th & 5th we want you to visit with us and inspect our stock of Groceries it is as good as the best in West Texas. We offer you groceries Friday and Saturday July 4th & 5th that will really save you money.

FLOUR, Majority complete satisfaction guaranteed 48 lb	\$1.70	PEAS, Paragon sweet mellow No. 2 can each	14c
24 lb	88c	Per Doz. cans	\$1.60
LARD, Swift Jewel 45 lb	\$5.35	TOBACCO, Bull Durham, per Carton of 24 bags	\$1.43
16 lb	\$1.93	CIGARETTES, any 15c Brand	
8 lb	\$1.02	2 for	25c
BEANS, Pinto No. 1 recleaned		Per Carton	\$1.19
15 lb	95c	SOAP, Crystal White 10 bars	34c
TOMATOES, Marie Brand No. 2 can each	10c	COFFEE, Maxwell House	
Doz. cans	\$1.15	3 lb can	\$1.12
CORN, Iowa Chief, No.2 ea.	10c	1 lb can	39c
Doz. cans	\$1.15	MATCHES, Rose Bud, 6 box	28c
SALMON, No. 1 tall can ea	14c	CRACKERS, 3 lb Sodas	38c
Doz. cans	\$1.60	2 lb Saltines	31c
PEACHES, Libbys Fancy Table Fruit No. 2 1-2 can ea.	23c	COOKIES, Nationals Asst, per 1 lb pkg.	23c

We have every thing in Fresh Fruits and Vegetables the market affords. Cash & Carry means more Cash saved to carry home.

