

SECTION NINE

THE LUFKIN DAILY NEWS

CENTENNIAL EDITION

"ANGELINA COUNTY—LUMBER EMPIRE OF TEXAS"

LUFKIN, TEXAS

"100 YEARS OF PROGRESS"

Lufkin Becomes Highway Hub of East Texas

CCC HERE BUILDS 155 MILES OF FOREST ROADS

New Angelina Routes Offer Faster Travel

County Timber Regions Served by Road Network

FIRE PREVENTION \$70,000 Valuation Placed On Construction Work

The CCC camp of Lufkin to date has constructed and maintained 155 miles of CCC roads valued at approximately \$170,000. The land owners of this county have given the Texas Forest Service without charge all the bridge and culvert timbers necessary for the construction of the roads, and in the construction it was necessary to build 638 bridges and culverts. A total of 34 miles of telephone line was also constructed, valued at \$6,300.

Special reference is made to the benefits derived by Angelina county from the work done by the Lufkin CCC camp, under the supervision of the Texas Forest Service. In Angelina county, their work consisted of constructing the following roads through the timbered sections of the county:

- Wells and Red Town road—4 1-2 miles.
- Bill Sessions and Christie Cemetery road—4 miles.
- Underpass and Falvy Place—1 1-2 miles.
- Spanish Bluff and Oscar Walker road—4 miles.
- Galliger Cemetery road—4 miles.
- Peavy Pasture and Chancy Switch road—6 miles.
- Will Evans and Peavy Pasture road—2 miles.
- Hudson School and Peavy Switch road—2 1-2 miles.
- Old Union Church and Highway 94 road—1 mile.
- Oldmorgan Hill to Allen's Gin road—4 miles.
- Old Cochran Mill road—5 1-2 miles.
- Nimrod Berry road—6 miles.
- Brookshire and Moffett road—5 miles.
- Manton to Homer road—3 1-2 miles.
- Ewing and Platt road—2 miles.
- Highway No. 35 and Harmony Hill road—2 miles.
- Lufkin and Prairie Grove road—8 miles.
- Sullivan and Homer road—4 miles.
- Olive and Diboll road—12 miles.
- Prairie Grove and Conn Pasture road—5 miles.
- Pine Grove and Lookout Tower road—3 miles.
- Renfro Pasture and Manning road—4 miles.
- Cypress Lake road—2 miles.

In addition to the 155 miles of road constructed, this camp has constructed approximately 40 miles of road in the southeastern part of the county, in areas that now lie within the boundaries of the National Forest.

These roads were constructed for forest protection purposes. In order to facilitate transportation of men into forest areas that were hitherto only accessible by horseback or on foot. Quick travel time to fires helps to keep fires small and eliminates the amount of damage in proportion. The roads also serve as fire breaks, cutting the timbered areas up into blocks whereby with the aid of creeks and other natural barriers, the fire can be suppressed and held in check by backfiring from the road whenever necessary.

In addition to serving the purposes for which they were built, they have aided and assisted in other ways, such as, opening up vast areas which abound in wild game and afford the sportsman many pleasant hours in the field and on the stream. They have also been the means of enabling landowners to market their timber products where heretofore their lands were inaccessible by road. The roads have also made intercommunication between communities a reality, and have afforded short cuts between many communities and their trading center, principally the smaller communities in Angelina county. Many of these roads are now used as school bus routes, thus enabling the children in the territory traversed by the roads to obtain their education more easily.

Other of the Texas Forest Service CCC roads have become mail routes, thus affording the people in the smaller communities an opportunity to get their mail regularly. In addition to this, it affords the city people an opportunity to view and become acquainted with the timber assets of the county while on recreational trips.

In addition to the above road work done by the Lufkin CCC camp, they have constructed five steel lookout towers 100 feet high in this county, located near Pollok, Prairie Grove, Huntington, Zavalla, and Parker's Store. These five towers, along with the supplemental assistance afforded by a

See FOREST ROADS Page 2

Texas Development Linked With Building of Modern Highways

Between the old Spanish trails and the network of modern Texas highways there lies the story of a state's gradual development. The beginning of commerce is seen in the picture of Mexican freighters taking corn to the Spaniards at San Antonio by ox cart. Then came the increase in population, Stephen F. Austin's colonies on horseback and in covered wagons entering over roads which were liquid mud when it rained and iron furrows in dry weather. Ox wagon freighters, carts and later the stage coach began the development of these roads, and later the horseless carriage prompted even a greater motive for improving roads for transportation.

As early as 1883, the counties took care of their own roads by charging a tax of 25 cents on the \$100 valuation. In 1903 the legislature passed an act authorizing counties to issue bonds for public road improvement.

Campaign Begun
Acting as a parent organization to county and local road clubs, a statewide association began an educational campaign in the interest of good roads, and in 1913 passed a resolution asking the legislature to create a state department which would furnish the counties information, advice and aid on the construction of highways. Later, in 1917, in order to secure federal funds, the legislature made provisions for the establishment of a state highway department with administrative control in the state highway commission composed of three members appointed by the governor, with the consent and approval of the senate. One of the members serves as chairman.

The commissioners serve for six years each with the term of one commissioner expiring every two years. The duties of the state highway department include the making of surveys, plans and specifications for all highway improvement, acquiring and needed for highways by either purchase or condemnation, construction of new roads and bridges, setting up highway markers, warning signs, distance markers, beautification of the highways, and the general upkeep of the roads.

Austin Personnel
The personnel of the Austin state headquarters is: Harry Hines, chairman of commission; D. K. Martin and John W. Hines, members of commission; M. L. Wington, secretary to commission; Gibb Gilchrist, state highway engineer; T. H. Webb, assistant state highway engineer; H. H. Allen, assistant to state highway engineer; E. J. Amey, administrative assistant; Magda P. Cuenod, official recorder; Harvey Deen, general resident engineer; J. G. Rollins, chief engineer, designs and construction; Frank Maddox, construction engineer; C. D. Wells, construction engineer; Herbert Eldridge, chief bridge engineer; L. B. Early, maintenance engineer; L. A. Fletcher, equipment engineer; W. H. Wood, materials and tests engineer; D. M. Neer, right-of-way engineer; A. J. Hank, superintendent of road project; H. C. Porter, research engineer; Gordon Lloyd, chief accountant; Essie Bergstrom, chief clerk; and Jack L. Gubbels, landscape architect.

Spend Huge Sum
In the past 10 years the state highway department has spent an average of \$35,000,000 a year, the most of which was for construction of new roads and bridges. The increasing traffic and the increase in average speed of traffic call for better and safer roads, and the construction of previous years involving sharp curves, short sight distance and railroad grade crossings is fast becoming obsolete. Direct alignment, easy grades, proper sight distance, wide right-of-ways, safe, sloping shoulders, shallow ditches and a separation of railroad grade crossings are of primary importance and are given particular attention in the design of a modern highway.

Big Beautification
In the last few years much attention has also been paid to beautification. Before construction of a new road is begun, trees which can be saved are marked and preserved. Over 400,000 shrubs and 60,000 pounds of wild flower seed have been distributed along the highways, and 300 small wayside parks obtained and beautified by the department.

Loses Nickle, Temper, Then Pays \$10 Fine

BOSTON — Losing a nickel and his temper — cost William Lanagan, Milken, \$10 in court. Lanagan tried to get a number from a Friend street subway station booth. He failed. He also failed to get back the nickel. He fumed for five minutes, then ripped out the telephone receiver and handed it to Patrolman William J. Jenkinson who had investigated the commotion. Lanagan paid the \$10 in municipal court.

Texas Ready For Tourists

Information Houses Greet Visitors at State Line

A unique achievement of the highway department, in preparation for the Texas Centennial, was the building of "information houses" on each highway at its entrance into the state. These houses are constructed of materials native to the section of the state in which they are located. Two of these information houses have been built in East Texas. One is located on Highway No. 35 at Joaquin, a short distance from the point where this highway crosses the Sabine river from Louisiana into Texas, and the other is located at Milam on highway No. 21, a short distance from the historic Pendleton Ferry on the Sabine river in Sabine county. These houses have been crudely constructed of East Texas logs, depicting the cabins of the early pioneers of Texas. Large signs have been erected on the highway a few feet from the houses, notifying the traveling public that road information may be secured inside the cabins.

Literature from the chambers of commerce of practically all towns and cities in Texas are available in the houses. Current road information as to detours, condition of the highways, routes, etc., may also be obtained at these houses.

Cadets from A. & M. College are in charge of the houses, and courteous service may be obtained at any hour of the day or night. Sleeping quarters have been provided in the houses for the men in charge, and some of the men are constantly on duty, willing and glad to be of any service possible to visitors to Texas.

Minister Was Busy So Couple Marry At Club

NEW BEDFORD, Mass. — Not even a club full of old tars could stop 21-year-old Vernon Poole from marrying Earleand Sadler, 17.

The Rev. Charles S. Thurber, pastor of the Seaman's church, was preparing to leave home to speak to the Mariner's club when the telephone rang. Poole asked the pastor to marry him.

Rev. Thurber told of his speaking engagement, but Poole was undaunted.

"We'll go over there and get married if you say so."

They did, with President Isaac C. Hall, of the club, as best man. Poole and his bride were the unexpected guests of honor at the dinner.

Football players in 24 colleges were helped by federal relief last fall.

By no stretch of the imagination is this the case. There are a thousand and one details, many highly technical in nature, that must be ironed out months before construction is started and dilatory opened to traffic. These continued and extensive studies are necessary to provide the type of highway demanded by modern traffic.

In Texas, hundreds of meritorious projects justify consideration for early improvement. The total cost of completed work on such projects would exceed two hundred million dollars. Due to the inadequacy of funds available for construction, the department is unable to proceed expeditiously with all meritorious work, and, therefore, is confined to undertaking those improvements which are most needed.

Due to the inadequacy of funds available for construction, the department is unable to proceed expeditiously with all meritorious work, and, therefore, is confined to undertaking those improvements which are most needed.

Briefly, we will describe how a highway is planned and outline a few of the interesting phases of development.

Highway Heads



T. E. HUFFMAN



V. G. KOCH

LUFKIN DIVISION Offices of the State Highway Department, serving nine East Texas counties, are headed by T. E. Huffman, division engineer, and V. G. Koch, assistant division engineer. The huge highway construction and maintenance program in the division is under their direction.

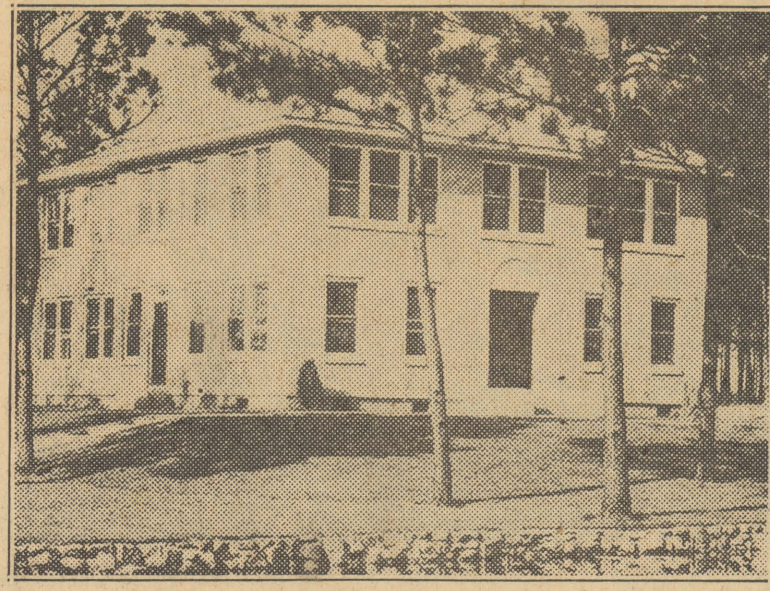
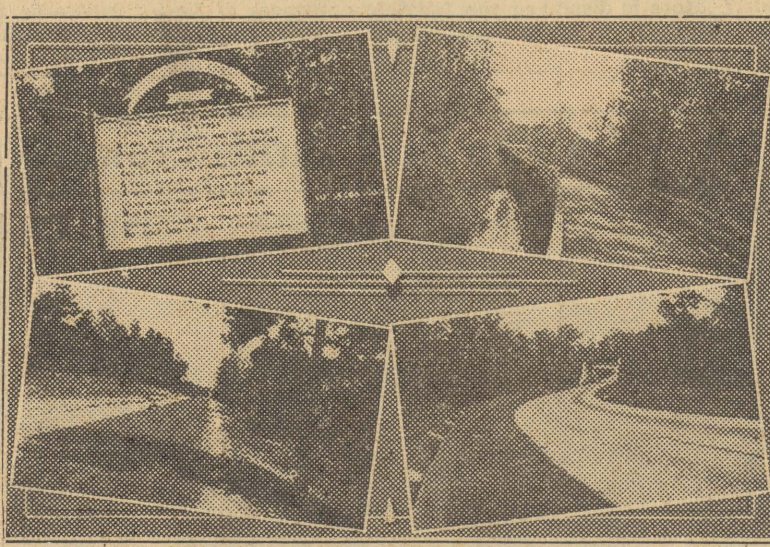
Bandit Block Roadway With Truck, Then Robs

THE DALLES, Ore.—One of the most unscrupulous bandits in this section's history robbed Martin P. Sandstrom. The bandit left a stolen truck parked lengthwise across the highway near here, with all lights out. When Biggs crashed into the truck, escaping without injury, the bandit held him up and robbed him of his money and automobile. For all of his trouble, the robber received \$4 in cash.

New Television Tube Is Placed on Market

PHILADELPHIA. — A "multi-pack" tube, expected to increase television amplification, has been invented by Philo T. Farnsworth, 28-year-old Philadelphia radio and television engineer. Farnsworth believes the tube will lessen the cost of television sets because it operates with greater efficiency than other tubes and decreases the number of such gadgets needed.

Division Highway Headquarters



TOP PHOTO Shows the main building at the division highway headquarters in Lufkin where the large staff is housed in modern and attractive offices. Below are scenes on main highways in the vicinity of Lufkin.

MORE HIGHWAY PROJECTS UNDER WAY IN COUNTY

By TED POSTON TROUT

Although the roads in Angelina county have been improved remarkably within the last four years, they will be equal to those of any county in the state when the present construction program and the proposed improvements are completed by the highway department.

At present there are only three projects under actual construction in the county. The grading and drainage structures on highway No. 147 from a point two miles north of Zavalla for a distance of about five miles, are nearing completion.

On highway No. 40, the first gravel base course has been completed, and an appropriation is expected within the near future for the second base course and an asphalt surface.

An appropriation of \$6,500 has been made for the surfacing of the new section of road at each end of the Angelina river bridge on highway 35 north of Lufkin. This work has been started by maintenance forces of the highway department, and will be completed in a short time.

Highway No. 35 South
The relocation and construction of highway 35 south, especially that section extending from the city limits of Lufkin for a distance

of two miles, is anticipated on an early program. Most of the right-of-way on the two-mile section just south of Lufkin has already been secured, and plans have been completed. In addition to constructing a concrete paved road on this section, it is proposed to widen the bridge over Hurricane creek, located a little over one mile from the city limits, from an 18-foot to a 40-foot roadway. Sidewalks will be built on each side of the bridge.

A. B. Youngblood and A. M. Tillery have donated a beautiful tract of land to the right of the Hurricane creek bridge to the highway department for a park site. This acreage, covered with lofty pines, will be converted into a wayside park; the natural beauty of the trees and shrubs will be preserved, and stone tables, benches, and barbecue pits will be erected.

Another interesting feature on this section of highway is the tablet giving a brief history of Angelina county, which has been erected by the highway department in front of the Texas Forest Service building.

A drive leading directly up to the marker will be built, so that the traveler may drive off the main highway and read the interesting facts of the county's history.

Plans, prepared by the field organization, depict in detail the existing conditions and every phase of the work to be accomplished, including the quantities of concrete, steel and excavation required for each drainage structure, as well as the quantity of earth to be removed, the point from which it shall be excavated and where it shall be placed. Plans itemize and total the quantities for each item of work and specifications outline the quality of materials required and the methods of accomplishing the work.

Plans are prepared on standard size sheets of tracing cloth, twenty-two inches by thirty-six inches. Plans for an average project include from ninety to one hundred sheets, each depicting numerous details. These plans, together with the bound specifications, form

Headquarters of 9-County Division Are Located Here

State Department Offices Awarded City in 1925; Big Staff Directs Extensive Road Program

By TED POSTON TROUT

Many bridges have been built and many narrow, crooked roads have been turned into modern paved highways since that day in March, 1925, when the headquarters of Division No. 11 of the State Highway Department were moved from Beaumont to Lufkin.

G. R. Abney, who is now resident engineer for the highway department for both the Livingston and Timpson subdivisions, was division engineer at that time. Mr. Abney established offices on the second floor of the building now occupied by Chamberlin-Roberts Co. The division offices consisted of two small rooms, and the personnel was composed of W. B. Keen and George Foreman, maintenance superintendent, and Mrs. Grace Hubbert, division stenographer. This small force prepared and submitted to the Austin office all detailed reports, payrolls, and routine work, and supervised road construction and maintenance. There was a division warehouse located where the CCC warehouse and garage are now situated. A minimum number of mechanics and a warehouseman, Jackie Markus, who is still warehouseman for Division No. 11, handled the work in the division warehouse.

Road work slowly increased in the division, and the offices were moved to the Pate building on First street. Another stenographer was employed, giving Mrs. Hubbert a promotion to warehouse superintendent.

Then came a change in administration, and Mr. Abney was succeeded as division engineer in 1927 by E. F. Maddox. The expansion of the division from that time until 1932 was gradual. The office personnel was increased, and headquarters were moved to the Pate building on Lufkin avenue, where they remained until an office building was constructed.

Huffman Comes to Lufkin

In February, 1932, T. E. Huffman became division engineer of Division 11, coming to Lufkin from Laredo, where he had been resident engineer with the state highway department on a large concrete paving project, and also county engineer for Webb county. An extensive road construction program was begun that year in East Texas, and is still in progress at this time. In March, 1932, V. G. Koch joined the division as assistant to Mr. Huffman. An engineering force was added, now employees in the accounting department were necessary, and there was a need for available office space. Vacant buildings in different parts of the city were used for the engineering forces, and from these crowded quarters the field men and draftsmen made survey and plans for many miles of our present roads.

Perhaps from the belief that efficiency deserves reward, the highway commission appropriated \$8,000 for the construction of a division office building and warehouse in Lufkin, and on February 1, 1934, Division No. 11 employees moved into their new home at the north entrance to the city. To the citizens of Lufkin this new two-story brick building and corrugated asbestos warehouse, in the midst of a grove of pine trees, meant only progress in the building of the city, but to the employees of the division who had struggled through the infancy of the department in poorly equipped offices, it meant the fulfillment of a dream that lies unconsciously in the hearts of all those who toil for a livelihood—pleasure in work.

The land for the building was donated to the state by Senator John S. Redditt, Mrs. I. D. Fairchild, and A. L. Boynton, now deceased. A bronze tablet, perpetuating the names of the donors of this land, has been mounted on a petrified log and placed on the division grounds. The office building depicts native products of Angelina county. The woodwork is of native red gum, and the floors are of yellow pine.

The division engineer's office is finished in natural red gum panelling, and is probably one of the most attractive offices in the city. The furniture is also of red gum, and was designed and constructed in the shops at division headquarters. The large, spacious accounting office was furnished with various types of modern office equipment. The entire second story of the building is occupied by the designs department. This floor consists of an office for the division office engineer, and a large drafting room, sufficiently lighted and very convenient for drafting work. New drafting tables and map cabinets were installed.

The division shop was equipped with modern machinery for use in repairing the large number of trucks, graders, tractors, and other road equipment owned by the highway department in this division.

A building for use as a storage, garage and testing laboratory was constructed.

Then came the landscaping of the grounds. H. W. Burcher, who was architectural inspector on the office building, and V. G. Koch, assistant division engineer, with the aid of Jack Gubbels, state landscape architect, planned and landscaped the grounds in such a manner as to enhance the natural beauty of the native pines and shrubbery. A rock wall was built around the grounds, and a large fish pond, ruggedly constructed of native rocks, was built in front of the office building. A flower garden was planted back of the building, and a round rose bed, with a magnolia tree in the center, was placed in front of the warehouse. Formal plantings were made around the building, at intervals over the grounds, and along the rock walls. The landscaping has proven effective, and the local division grounds are the most beautiful of any of those in other divisions. The landscaping work was done as a relief project under the national recovery program.

Within the last year a brick See HIGHWAY Page 2

State Roads 'Dressed Up'

Women's Organization Aids Beautification Work

In an organization run similarly to the state highway department, the women of the state have entered into a roadside improvement and beautification program that is producing noted effect along the roads and cities of the entire state. The citizens' highway beautification organization works in co-operation with the highway department, but is in no way a part of the department.

Funds are not provided by the highway commission for such work as removing old cans and garbage from sites near the highway and marring the scenery unless this rubbish is on state right-of-way. This group of women have taken it on themselves to make Texas more beautiful and more livable by beautifying the scenery from the highway that does not come under the jurisdiction of the highway commission.

Mrs. Frank W. Sorell of San Antonio is state chairman of the citizens' beautification organization, and is filling the same position with this organization that Gibb Gilchrist, state highway engineer, fills with the highway department. Mrs. Sorell has appointed a division chairman in each highway division, who works with end is responsible to the division engineer. Each division chairman, in turn, has a county chairman in each county, who works with the section foreman of the highway department in that county.

Mrs. Gladys Kelly DuPuy of Lufkin is division chairman for Division No. 11. Under her supervision are the following county chairmen: Mrs. H. J. Shands, Angelina county; Mrs. Rosine Blount, Nacogdoches county; Mrs. J. G. Beasley, Houston county; Mrs. Judd Norwood, Polk county; Mrs. Fannie Gray Clegg, Trinity county; Mrs. R. S. Sanders, Shelby county; Mrs. U. D. Lynch, San Augustine county; Mrs. Lucy McMurray, San Jacinto county; and Mrs. R. S. Noble, Sabine county.

A wonderful opportunity is afforded by this organization for improving the scenery and making Texas one of the most beautiful states in the country. As Mrs. Sorell states: "Men get things by brawn; women get them by strategy." Women, for instance, are free to collect flower seed, shrubbery, and plantings for the roadsides, where no appropriation is made by the highway department to purchase such items, whereas, the workmen cannot take time from their road work for such trivial things that mean so much to the state as a whole. The highway employee may help them plant them on state right-of-way, and assist them in any way possible.

There are laws in the statutes See STATE ROADS Page 2

Know the Roads You Ride On

The average motorist, riding comfortably over a modern paved highway, is, in most instances, unaware of the vast amount of painstaking work that has been necessary to bring that desirable travel facilities into existence—to provide and retain pavement smoothness, safety, durability, and pleasing appearance. If he gives it any thought whatever, he may consider that highway construction is one of the rougher sciences, consisting merely of drafting a meager plan, laying out a line, and assembling men and equipment to perform the work.

By no stretch of the imagination is this the case. There are a thousand and one details, many highly technical in nature, that must be ironed out months before construction is started and dilatory opened to traffic. These continued and extensive studies are necessary to provide the type of highway demanded by modern traffic.

In Texas, hundreds of meritorious projects justify consideration for early improvement. The total cost of completed work on such projects would exceed two hundred million dollars. Due to the inadequacy of funds available for construction, the department is unable to proceed expeditiously with all meritorious work, and, therefore, is confined to undertaking those improvements which are most needed.

Due to the inadequacy of funds available for construction, the department is unable to proceed expeditiously with all meritorious work, and, therefore, is confined to undertaking those improvements which are most needed.

Briefly, we will describe how a highway is planned and outline a few of the interesting phases of development.

Before initiating detailed surveys, experienced engineers, through careful and extensive reconnaissances, investigations and studies, determine the general route, or routes, along which the final location may be made. In subsequent detailed surveys all pertinent data are obtained by plotting existing conditions, for determining areas to be drained, size of structures, availability of local materials suitable for construction use and other times.

The principal function of a highway is to afford travel service to the public, consistent with economy of construction and maintenance. The engineers keep in mind constantly these four prime objectives: 1. Safety of travel, including provision of adequate travel facility, easy curves, ample sight distance, and the elimination of hazards; 2. Convenience and economy of travel; 3. Comfort of travel, particularly the elimination of actual and mental hazards,

the latter often being more dangerous than the former; and, 4. Aesthetic value of the highway and development and preservation of its scenic beauties.

Plans, prepared by the field organization, depict in detail the existing conditions and every phase of the work to be accomplished, including the quantities of concrete, steel and excavation required for each drainage structure, as well as the quantity of earth to be removed, the point from which it shall be excavated and where it shall be placed. Plans itemize and total the quantities for each item of work and specifications outline the quality of materials required and the methods of accomplishing the work.

Plans are prepared on standard size sheets of tracing cloth, twenty-two inches by thirty-six inches. Plans for an average project include from ninety to one hundred sheets, each depicting numerous details. These plans, together with the bound specifications, form

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

By FRANK MADDOX
Engineer of Road Design
Texas Highway Department
(In The Texas Parade)

Landscaping of Centennial Grounds Most Elaborate in Scope and Beauty

Adjoining the Band Shell and Amphitheatre on the south of the Centennial Exposition in Dallas is the Hall of Horticulture which is using in seasonal rotation the horticultural exhibits of the southwest. While exhibits of flora from the entire world are to be found, in part, in this building, the principal exhibits are confined to Texas and its adjoining states.

Augmenting the exhibits in the Hall of Horticulture are the many plantings around the structure and the other buildings which form the Civic Center. Also employed as a location for the horticultural natural growth exhibits is the Model Homes section in the same area of the exposition grounds.

The building with its more than 25,000 square feet of floor space is in the form of a broad H; that is, it has a central portion with extended wings on both the north and the south ends. The south wing is in reality, a huge solarium with a glass top and side walls and the natural earth serving as floor for the entire wing. This is the nursery division of the Horticultural building and here it is that young plants will be carefully brought to a sturdy growth before they are transplanted to outside locations.

Good Landscaping
When the vast project known as the Texas Centennial Central Exposition was first beginning to assume tentative plans on paper, it was decided to call in, at an early date, the landscaping architects who would supervise the landscaping of the old Dallas Fair Park.

Hare & Hare, landscaping architects of St. Louis, were, accordingly, called into consultation as early as December, 1934. They prepared an initial layout of the entire Fair Park that was approved as a tentative working plan for both the construction and landscaping divisions. That first master plan was basically right as it has been largely adhered to throughout the construction of the exposition. A few exceptions here and there mark a deviation from it, such as the hurried erection of a Hall of Petroleum when Chrysler Motors Corporation decided that they must have the entire east wing of the huge Transportation building for their Chrysler Hall. Another change was when the addition of 26 acres was decided upon to provide an adequate space for the complete Civic Center and Dallas Park Board participation.

This original master plan included the major drives, the principal bodies of water such as the Lagoon, the Reflecting Basin down the center of the beautiful Esplanade of State and the mirror like basin extending into the main plaza from the south side of the Administration Building. And, of course, all of the permanent construction type of buildings. From this plan, which was drafted with the close co-operation of both the architectural planning board and the landscaping department, the detail sheets for the construction of the buildings were started.

The first and principal concern of the landscape architects was the Esplanade of State. Originally planned for over 100 feet in width and more than 1,000 feet long, the Reflecting Basin, the center, was altered to conform to revised plans of the construction department. As it is today in its finished state, it measures approximately 70x1,000 feet. When the buildings surrounding the Esplanade, and the one at its end, the Texas Hall of State, were altered to conform to a newly accepted style of architecture, the Forecourt of Honor came into existence on paper. This necessitated another change in the landscaping office. At the same time, it gave rise to an opportunity to create one of the most striking phases of the entire landscaping program of the exposition.

With the creation of the Forecourt, it was then decided to utilize this beautiful and dignified space for what was named the "Four Gardens of Texas." These represent the four compass sections of the state, planted on the south side of the main plaza, the South Garden and the West Garden. On the north are the North Garden and the East Garden.

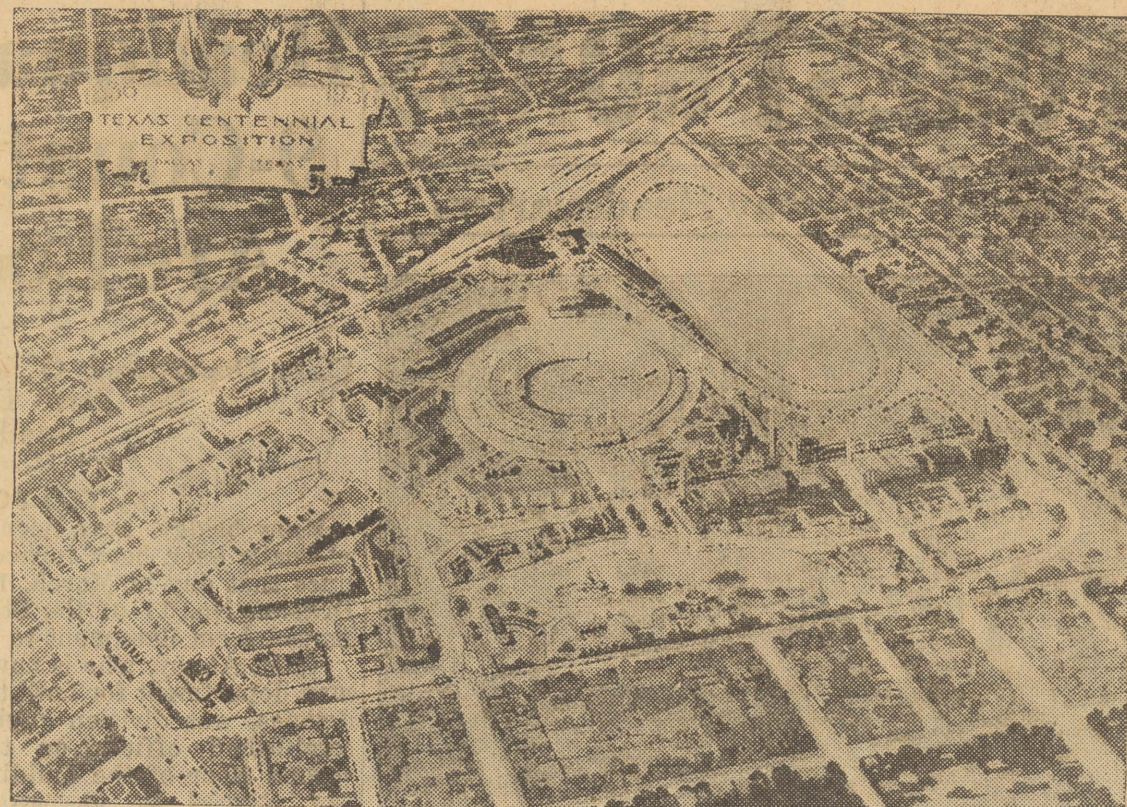
Palms from San Antonio and oleanders from other southern sections dominate the South Garden. The West Garden is devoted largely to cacti and the century plants and Spanish darters. The box plantings for this area consist of sage or as more commonly known, seneca, and the saw tooth Rogol. Most of the plantings for the South Garden came from the San Antonio vicinity, where residents gladly permitted the exposition landscaping men to take out palms and other typical plants. In addition to those used in the Court of Honor area, a large number were used in other vicinities such as the Model Homes group; the Alamo building and grounds and the Ranger Station area.

North Texas Gardens, occupying the left side of the north end, have a planting of native cedars as the predominating shrub display. The East Gardens, in the right portion of the north end, has pine trees in the central panel, with fringes of holly, cherry laurel and crepe myrtle. Both the North and East Gardens have a nice showing of jasmine.

The Esplanade is planted in broadleaf shrubs such as the wax privet, live oaks and other evergreens.

The evergreen planting here, as well as throughout the exposition grounds, has been generous due to the fact that it gives a show of green the year 'round. This was recognized as an important factor

Where Texas Centennial Exposition is Being Held



MORE THAN \$25,000,000 was expended in Dallas in the construction of the magnificent Texas Centennial Central Exposition. Shown above is the architects' conception of the grounds, where millions of people witness a veritable "Empire on Parade." Here is displayed the tangible evidences of Texas' greatness, a lasting spectacle.

as the exposition park will continue to be a gathering place for crowds after the Centennial Exposition closes in November.

When the width of the Reflecting Basin was cut from 100 feet to 70 feet, the landscape architects were reluctant to give up the impression of size created by width, so grass panels on either side of the basin were planned and later put in. They have very cleverly helped to create an illusionary width and dignity to the area. A minimum of gaily colored flowers were put in this area surrounding the basin.

Court of Honor
The Court of Honor is, perhaps, the most important from a historical viewpoint, of any in the entire exposition plant. Immense statues of leaders of early Texas have been sculptured and placed in position in this court and the atmosphere is one of dignity and reverence. Obviously, it would have been wrong to disturb this skillfully wrought approach to the State of Texas building and its historical exhibits with a blatant introduction of riotous color.

Box planting was used to create a hanging garden scene with oriental arborvitae ranging from eight to ten feet tall. They were put in to form a decorous inclusure to the Court of Honor. Their height was specified by the Architectural Planning Board because they felt that something was needed to accent and emphasize the entrance from the Esplanade. The Esplanade finds its greatest importance in the fact that it is the first view of the exposition to be had by the thousands of visitors who daily surge through the main entrance gates.

The arborvitae background to the court has been given an added height and dignity by its placement. Each box is placed atop a 15-foot pyramid shaped column to give a total height of approximately 25 feet. Evergreen hedges and cypress trees, the "formality wall" which incloses the locale where honor is paid those Texas heroes to whom honor is due.

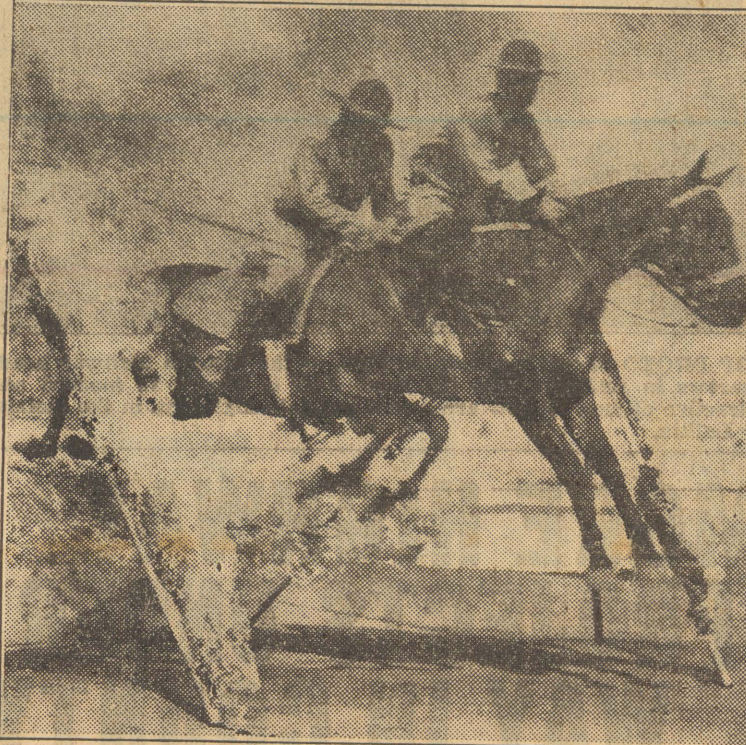
The outer ends of the court, leading on the north end to the Hall of Petroleum and on the south, to the United States Government building have been landscaped to provide an unconscious change of spirit for the visitor after leaving the shrine of Texas history. Lantanas and other shrubs and flowers have been skillfully woven into the color scheme to offset the formal dignity created by the surrounding wall of arborvitae, and the pylons and ensemble of six flags which surmounts the whole.

Entrance Approach
Next in importance from the landscape architect's viewpoint was the entrance approach, both inside and outside the main entrance gates. This section has been kept very simple as it serves as a congregating and distributing point for many thousands of people every day and evening. Expanses of lawn backed with Fitch junipers dominate the scene. Pointed junipers accent the pylons and figures of the surrounding walls and the ledges above the pool of water which runs out from the south side of the Administration Building just inside the gates.

This pool, 40x200 feet, was included in the landscaping plans to give an added importance to the spectacularly beautiful shrine and figures located above the entrance to the administration building from inside the gates. It was also included in the architecture to provide a loafing place for those who wished to remain in the vicinity of the main entrance for an uncertain period of time, perhaps to meet a party of friends there.

The section behind and to the east of the Texas Hall of State has been devoted to a rose garden where roses of the state are planted in patterned groups so as to provide as long a season of blooming roses as is possible. This rose garden was planned to give emphasis to the importance of the state as a rose growing sector.

Cavalry Fire Drill Thrills Crowds



The spectacular fire drill of Troop F Fifth Cavalry, U. S. Army, thrills spectators daily at the Texas Centennial exposition in Dallas, as the horses leap through blazing barricades.

Certain border strips and lanes of the rose garden have been planted to various annuals to insure an adequate harmony of color throughout the exposition.

The next area of major importance is the 26 acres which formerly contained a thickly settled housing district. The houses were torn down or moved and the entire area devoted to the Dallas Park Board group of structures. This civic center area has been largely developed and executed by the city of Dallas, using WPA labor. The lagoon road, named "Roads of the Southwest," was built by Ford as a part of his exhibit. It is landscaped and planted to simulate the various sections of the Southwest represented by the "roads." Included in these are the Spanish Trail, the old Yuma Road which was a plank road across the desert, the San Antonio Road, and others.

As this sections of 26 acres will remain a part of the future exposition park, it is being planted and planned for many years ahead. Due to this, a harmonious scene for the present, has been provided by an extensive use of evergreen shrubs. In later years, the slower growing plants will be developed to give the area the desired beauty and diversity of appearance.

In considering the exposition park as a whole rather than as a series of individual units, flower beds have been planted with the thought of keeping them as simple as possible and, thus, avoiding a spotted effect. The old idea of alternate colors, a narrow strip of green, a parallel strip of red, a border of yellow or some other dominate color, has been refused here at the exposition. Solid beds of color have been utilized as far as has been possible. A trip over Texas will show the beauty of this: hundred acre fields of solid color; a huge meadow of green here, a vast expanse of blue there, a magnificent stretch of rust brown or red elsewhere.

The conventional stars and squares have been avoided too. Hedgings have been used, instead, with a large proportion of evergreen and lawns to flower color that a proper blending might be given the color scheme as a whole.

Color, of course, enters into the planting. Along the midway, for example, the rule has been vivid colors rather than greens. Here one finds that the jaety of the flowers matches the excitement of the lights which, when night comes and they are all turned on, have a

capacity lighting load of 10,000 k. w.—equivalent to the load required for a city of 100,000. Also, in the approaches to some of the other zones where the visitor approaches with happy anticipation, that psychological tempo has been deliberately accelerated with an abundance of flower color of as warm a hue as could be successfully used in this area.

A vast deal of study was given to past statistics on the weather. This, because the factors of dry weather and hot winds does enter into the success of a planting of this size which will be of permanent nature. Hardy plants were selected wherever available or usable, to insure a full season of successful horticultural display. Zinnias, petunias, lantanas, and the periwinkle all stand extremes of temperatures and, with that consideration, these plants have been depended upon largely for the required splashes of color.

Again, in thinking of the whole, individual plantings have been supplanted by masses in all of most every instance. This has been the rule to prevent a ragged aspect being given to any part of the landscape development.

Mongrel Is Better Pet Than Is Thoroughbred

BOSTON.—In Dogdom, the mongrel is a better pet than the thoroughbred.

That is the opinion of members of the Animal Rescue League.

To prove it, they point to their records. The spring rush for dog pets is under full swing. Hundreds of requests have been received for dogs. And among them is not a single one for a pure-blooded canine.

Part this and part that and a mixture of something else doesn't matter to those looking for a pet. All they want is "a lotta dog."

Superintendent John Finlayson claims that many visitors have told him that the mongrel is far better suited as an all-round pet than the blue-bloods.

CCC Enrollee Wears 18 EEE Shoe, Weighs 245

MEDFORD, Ore.—The quartermaster's department was thankful as Elmer Reichert. The government had to order two pairs of shoes, size 18 EEE, to fit Reichert who is 6 feet, 11 inches tall, and weighs 245 pounds.

Japan Birth Rate Mounts

With Over 250 Babies Born Each Hour, New Mark Established

By GLENN BABE
TOYKO. (AP)—With little brown babies arriving at the rate of more than 250 an hour, Japan's natural increase in population during 1935 was the greatest in history.

For the second time her annual growth passed one million. It was 1,028,623 during the year, compared with 1,007,398 in 1932, the previous record year.

These figures show there is no relaxation in the pressure of population on the resources of Nippon.

Japanese social scientists explain by that factor the restless straining of this eastern empire against all bonds, its conquest of Manchuria, its military and economic penetration into North China, its plans for economic advance into the south seas and its unceasing fight for world markets.

Emigration Negligible
The figures are those of the cabinet's bureau of statistics. They apply only to Japan proper, excluding colonies such as Korea and Formosa and the newer dependency of Manchoukuo.

Natural increase means simply the margin of births over deaths. Emigration and immigration are on such a small scale to make no essential difference.

In 1935 there were 2,190,681 babies born in Japan, 146,874 more than in 1934. Deaths were 1,162,058, a decrease of 72,525 from 1934. The natural increase for 1934 was only 809,224.

Per Capital Increase Drops
In one respect 1935 fell below the previous record year, 1932. Last year's natural increase was at the rate of 14.85 per thousand, whereas in 1932 it was 15.20.

The official census of October 1, 1935, showed the population of Japan proper to be 69,251,265. That count gave the population of the whole empire, excluding Manchoukuo—as 97,694,628.

Population increase in the colonies more than keeps pace with that of the homeland. Some time in 1938 the population of the Mikado's realm will pass the 100,000,000 mark.

HIGHWAY

(Continued from Page 1)

building, for the use of the Angelina county resident engineer, has been erected, completing the semi-circle of buildings on the headquarters grounds. The woody acreage directly back of the division office was purchased by the state, and with NYA labor, is being converted into an attractive park.

Present Personnel
A glance at the large force now employed in Division No. 11 makes it seem almost impossible that only 11 years ago all of the work in the division office was handled by such a small force, but the work has increased to such an extent that this group of efficient employees work overtime in order to thoroughly check, balance, and submit reports and payrolls to the Austin office on schedule time.

On the capable shoulders of T. E. Huffman, division engineer, rest the responsibility for all maintenance and construction work, the personnel, all grief and all laurels, for the nine counties in Division No. 11. V. G. Koch is assistant to Mr. Huffman. W. B. Keen is general foreman, and Miss Beebe Jones is division stenographer.

W. A. Kirkland, chief division accountant, has charge of the huge amount of detailed accounting work in the office. In this office are the following employees: Misses Pauline Moss, Vernelle Moses, Mae Delle Mixon, Mrs. Elizabeth Friday, Claude W. Medford, M. L. Gran, John D. Hays, Bob Lumpkin, Paul Townsend, Jackie Markus, and E. S. Sykes, janitor for headquarters.

J. M. York, division office engineer, is head of the designs department. The following engineers and assistants are employed in the office: E. L. Berry, C. A. Cook, C. T. Garrison, L. E. Hambrick, J. M. Jordan, Joe McClenahan, D. M. Muckleroy, M. L. Woodfin, Tom W. Stallworth, W. L. Starr, W. L. Stockton, and Homer York.

Mechanical Department
L. H. Hubert has been division mechanic for the past four years. In Mr. Hubert's department are: Lee Mantooth, J. T. Masters, O. N. Nail, L. P. Nesbit, Jr., R. L. Stanaland, W. H. Smith, N. S. Squyres, Ernest Simms, W. O. Trevathan, S. G. Blackburn, J. R. Duke, B. F. Griffin, C. H. Hallmark, and W. X. Austin.

H. W. Burcher, architectural inspector, has three assistants; namely, Roy Jordan, C. C. Lowry, and B. A. Thornton.

With the extensive roadside improvement program that was inaugurated in the division last year, it was necessary to add a special planning foreman to the organization. The addition of M. A. Murray in this capacity has proven very valuable, not only to the highway department, but to Lufkin as well. Mr. Murray's knowledge and skill in horticulture work are in evidence on all of the highways running through this division.

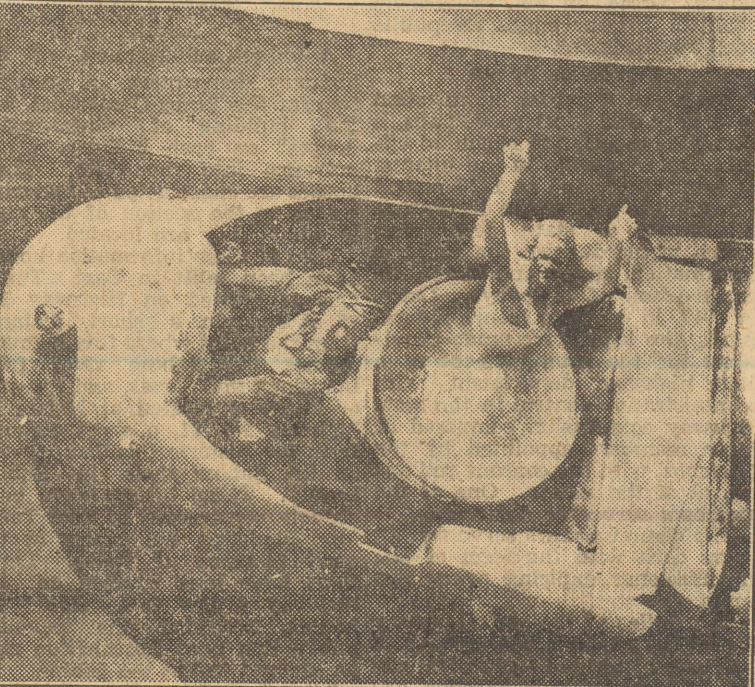
In each county in the division there is a section foreman in charge of maintenance work, and a resident engineer in charge of construction work. Payrolls and reports from these counties are handled through the division office in Lufkin. The average payroll submitted from the local office to the Austin office each month includes approximately six hundred

Sloan Drives "Cavalcade" Into Shape



Blanding Sloan, who designed the spectacular lighting for "The Cavalcade of Texas," the historical drama presented on the world's largest stage at the Texas Centennial Exposition in Dallas, now directs the play. He is shown above in the white shirt—as he puts a scene through a vigorous afternoon rehearsal.

The Rocket Goes 'Round and 'Round'



Trains of six one-ton cars hurtle 'round and 'round the perpendicular walls of the British-made Rocket Speedway at Dallas' Texas Centennial Exposition, reaching a speed of 45 miles at the peak. Above, a father demonstrates with a tub, water how centrifugal force hold not only the train but the water in place.

STATE ROADS

(Continued from Page 1)

of the state of Texas that prohibits the dumping of "any trash, refuse, debris, or dead animals within or nearer than 300 yards of any public highway." Another law prohibits the destruction of flowers and shrubbery along the highways. The majority of citizens are not familiar with these laws. It is the duty of the citizens beautification organization to help enforce these laws, and to protect the improvements that have been made by the highway department. Through a small amount of campaigning, the public could be educated by the citizens' organization to respect the natural beauty along the highways, and to become interested in retaining the lovely trees and wild flowers that grow abundantly in this section of the state.

The citizens' beautification organization has been very helpful in securing sites for roadside parks in some counties in the division. They have the opportunity of selecting suitable sites, finding the owners, and obtaining deeds for the small acreage needed for a roadside park. When the deed is turned over to the state, the highway department, through funds provided for a roadside improvement program, builds stone tables, benches, and barbecue pits, and places a bronze tablet, bearing

the name of the donor, in the park.

An example of the work done by the citizens' organization may be seen in Nacogdoches county. Mrs. Blount, county chairman, secured the donation of 2,100 Elm trees from Thomas E. Baker and W. I. Sturdevant. These trees were planted along the historic "Old San Antonio Road," state highway No. 21, from Nacogdoches to the historic town of Douglas. These trees, in years to come, will form an arch over the road, making a beautiful and shady highway for those who travel this famous road.

FOREST ROADS

(Continued from Page 1)

cab constructed in a tree near the Rocky Point School house, afford the Texas Forest Service patrolmen observation points from which all parts of the county can be seen during those periods of the year when the woods will burn.

In order for the towers to be efficient, they have been tied together with telephone lines constructed by the Lufkin CCC camp. This camp has constructed 84 miles of crosstie pole telephone line in this county, thus enabling the tower men or patrolmen to talk with each other when locating fires and dispatching men to the fires. While these Texas Forest Service telephone lines are for official use and only connect up the towers and the Texas Forest Service personnel, however, the people living in the vicinity of them are allowed to use the phones for sick calls and emergencies, thus they are of value to the communities in timbered areas as well as to the Texas Forest Service in their forest protection work.

The forest protection improvements constructed by the Lufkin CCC camp, have greatly assisted the Texas Forest Service in the performance of their work, and will be of great value in the future in protecting the timber resources of Angelina county.

The Lufkin CCC camp has a considerable amount of road work to do yet before finishing the work outlined for them to do by the Forest Service.

Carries Spare Eye In Case of Emergencies

GRANTS PASS.—Forced by the loss of an eye to make a 90-mile trip, a resident of Galice, Ore., now buys his optics in wholesale lots. The man's wife, shattered his glass eye while washing it, entailing the long trip to Grants Pass for another. The gentleman now carries a couple of spares for emergency.

Shaw Clings To Revenue

Declines Donation To Theater With Cold Reasoning

LONDON. (AP)—Eighty years old last month, George Bernard Shaw hangs on firmly to the belief that a playwright has no business investing money in the theater. That's what he says, anyway, in a letter to Sydney W. Carrall, critic, author and manager, who asked Shaw for a subscription to the Open Air theater in Regent's park.

Shaw replied as follows: "My dear Sydney Carrall: "Have you ever asked yourself this momentous question? Why is it that old Shaw, who has been in the theater business for 44 years, is not an inmate of Fulham Workhouse? The instructive answer is that he has never lost sight of the fact that it is the business a playwright to take money out of the theater, and not under any circumstances to put money into it.

Cleans Out Producers
"I have carried out this policy strictly in the Open Air theater. You have lost 10,000 pounds and I have had some of it. "Where did you get the 10,000 pounds? Certainly not by criticism. I have been a critic myself and I know. I cleaned out Miss Horniman in 1894 with my first commercially-produced play. That was tea-money.

"When the famous Vedrenne-Barker management was dissolved after its adventure with Shaw business, G. B. (Granville-Barker) pawned everything short of reducing himself to nudity, and I disgorged as much of my royalties as to make a solvent ending. Adam and Eva And Shakespeare "Even Barry Jackson was finally panicked, although his last production 'Back to Methuselah' actually made a profit of 25 pounds. Who is to be the next victim?

"If you can pick up 10,000 pound notes and spree them on the newest and biggest change in managerial policy in my time, you are clearly eligible.

"How would the Adam and Eve scenes from 'Methuselah' followed by 'The Comedy of Errors' do for Regent's park? I can pocket Shakespeare's royalties all right. Anything that will tempt a shark is good enough for

"Yours until the times do alter. (Signed) G. Bernard Shaw."

PROJECTS

(Continued from Page 1)

scription on the tablet from his car. When this two-mile section is completed, it is anticipated that highway 35 will be relocated and reconstructed from the end of this section to Daboll, then on a later program from there through Polk county to the Trinity river. The timber bridge over the Neches river at the Angelina-Polk county line is being redecked and widened two feet, with the idea that this structure will adequately serve traffic until this entire highway is relocated and reconstructed, and a new bridge built.

Highway No. 103
Highway No. 103 has long since been of interest to the citizens of Angelina county. The final surveys of this highway from Keltys to the Angelina river are nearing completion, and as soon as the surveys are finished, plans for the road will be started. When this road is built, the distance from Lufkin to Crockett by way of Ratcliff will be shortened by about 20 miles. It is probable that this road will be placed on an early construction program.

Highway No. 40
The much needed concrete pavement on Highway No. 40 from Abney avenue to the Keltys underpass is expected to be placed on an early program. Plans for the paving of this section of highway have already been completed, and all right-of-way has been secured. It is expected that other sections of highway 40 will be considered for an early program. Plans for grading and drainage structures from Lufkin to Retrieve are contemplated, and an appropriation for the paving of that portion of road between Zavalla and the Jasper county line will likely be made at an early date. With the completion of these proposed improvements, highway 40 will be a first class highway across the entire county.

Highway No. 63
Surveys for the relocation of highway 63 from Zavalla to Jasper have recently been completed. The new location of this highway, which will be surfaced with asphalt, will shorten the distance between these two towns from 39 miles to 31 miles.

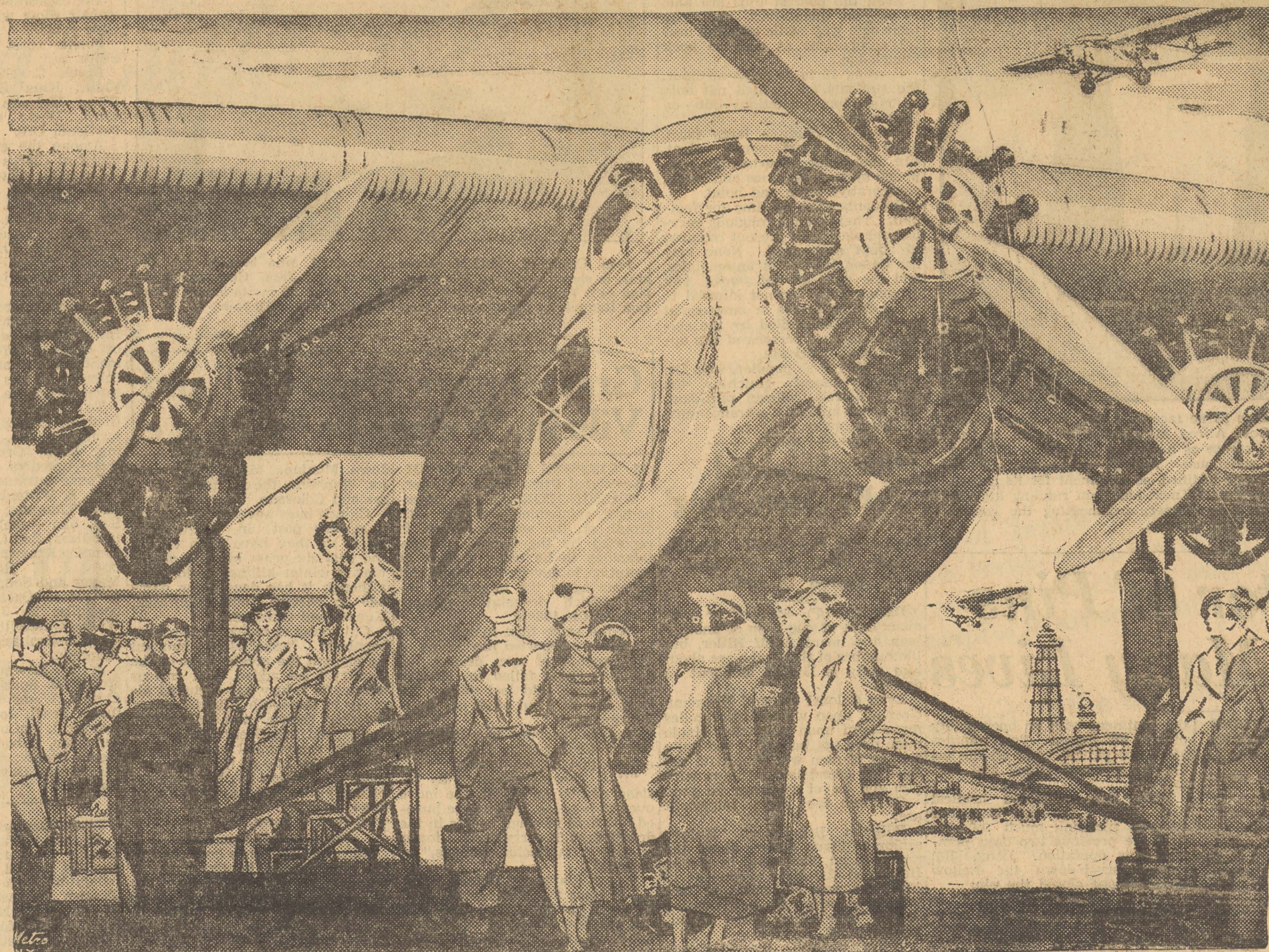
Highway No. 94
It is probable that the new road approaching the recently constructed Neches river bridge on highway No. 94 will be paved on an early program. The grading and drainage structures were completed on this section of road, at the same time the new bridge was finished. The early part of this year, and the paving of this new stretch of road will complete the paved highway from Groveton to Lufkin.

The construction industry of the United States is the second largest in the country. It once was capitalized at \$6,000,000,000 and employed 4,000,000.

A new anti-aircraft gun which will throw shells four miles high is said to have been invented in England.

Texas still owes a war debt on the money it borrowed to win its independence from Mexico, in 1836.

100 YEARS OF PROGRESS



TEXAS MARCHES AHEAD!

This year Texas celebrates the Centennial of independence from the yoke of the tyrannical Santa Anna, self-styled Napoleon of the West. Every section of the state joins in telling the world of the empire that is Texas, of its glorious history, of its vast resources, of its people, and of the even more splendid achievements that awaits us in the future.

East Texas, a mighty empire in itself, the birthplace of Anglo-Saxon civilization in the Southwest, this year places on parade the things that make of it the most favored region of the state. Visitors by the millions are pouring into our state, eager for information. We of Texas are of course happy to welcome these visitors and to pass in review before them.

LUFKIN INVITES YOU!

Lufkin has had a wonderful growth from a very modest beginning, being situated in the very heart of the great piney woods, the center of the East Texas lumber industry. Lufkin is the home of numerous major industrial and commercial enterprises. Lufkin has had a major part in the development of East Texas. Lufkin extends a most cordial welcome to visitors.

We are grateful for the opportunities that we have had to serve in the growth and accomplishments of this modern city. In all ways consistent with sound banking we have used every resource to cooperate for progress—and we look forward to being increasingly useful to our community in the future. The eyes of Lufkin are set on the promising road ahead!

**THE *FIRST STATE*
BANK & TRUST CO.
LUFKIN, TEXAS**



Fay Cotton Movie-Bound

Texas Sweetheart No. 1 Promised Hollywood Tryout

FORT WORTH.—Sky-rocketing to stardom with the Fort Worth Frontier Centennial, Fay Cotton, who until her selection as Texas Sweetheart Number One was a Borger cafe cashier, is to get a chance in Hollywood. Rufus LeMaire, Hollywood film executive, who formerly lived in Fort Worth, announced he will take the comely brunette into the Williams when she is through in the Casa Manana Show of the Fort Worth Frontier Centennial. Miss Cotton plays opposite Everett Marshall and in one of her numbers wears the \$5,000 karat gold metallic dress made by Whiting and Davis Jewelers. It weighs 40 pounds.

Ask what he thought of the Borger girl, he said unhesitatingly: "I'm going to take her to California—that's what I think of her. She's beautiful and I think she will be a success."

"I wouldn't think of interfering with the show here, but when it is over she will have a contract offer."

LeMaire came here for the official opening of the show.

"People in Texas don't realize what they have," he said. "Shows that can be seen here for \$1 would be cheap at \$5 in New York."

"I've been all over Europe and seen the best shows at Drury Lane, Vienna and Budapest, but I've never seen anything to compare with the Fort Worth show. I'm proud of Fort Worth."

"The colors, costumes and lighting are superb. Texas people have never had an opportunity to see such a show as that in Casa Manana and I don't think there ever has been one like The Last Frontier."

Lemaire and his sister, Mrs. J. Goldgraber, 1315 South Henderson street, went to Dallas last night to see the Central Centennial Exposition.

Fort Davis Telescope Ready by Next Year

Fort Davis, Tex. (P)—Possibly nine months will elapse before the 82-inch pyrex mirror is placed in the big telescope of McDonald Observatory on Mount Locke near here, said Dr. Otto Struve, director of the observatory, on a visit here from Yerkes Observatory at Williams Bay, Wis.

"But it can be said pretty definitely," he added, "that the telescope will be in operation in less than a year."

It had been said that the great glass would be placed and ready for use by early autumn. However, Dr. Struve said, the tedious and careful work of polishing and perfecting the mirror has required more time than expected.

All the telescope machinery has been installed in the great dome atop Mount Locke and a number of thirty-five men are finishing the power plant and building rooms on the first and second floors of the dome structure.

Selectmen Help Wife As Mate Goes to Jail

WINDSOR, Conn. — Selectmen turned farmers when Michael Slavik went to Hartford county jail to serve a 45-day sentence for driving while drunk and Mrs. Slavik calmly announced she would be too lonely. So the selectmen were confronted with the job of caring for the cows, horses and chickens. First Selectmen Eleazer Pomroy collaborated with two associates in managing the Slavik farm until the sentence is served.

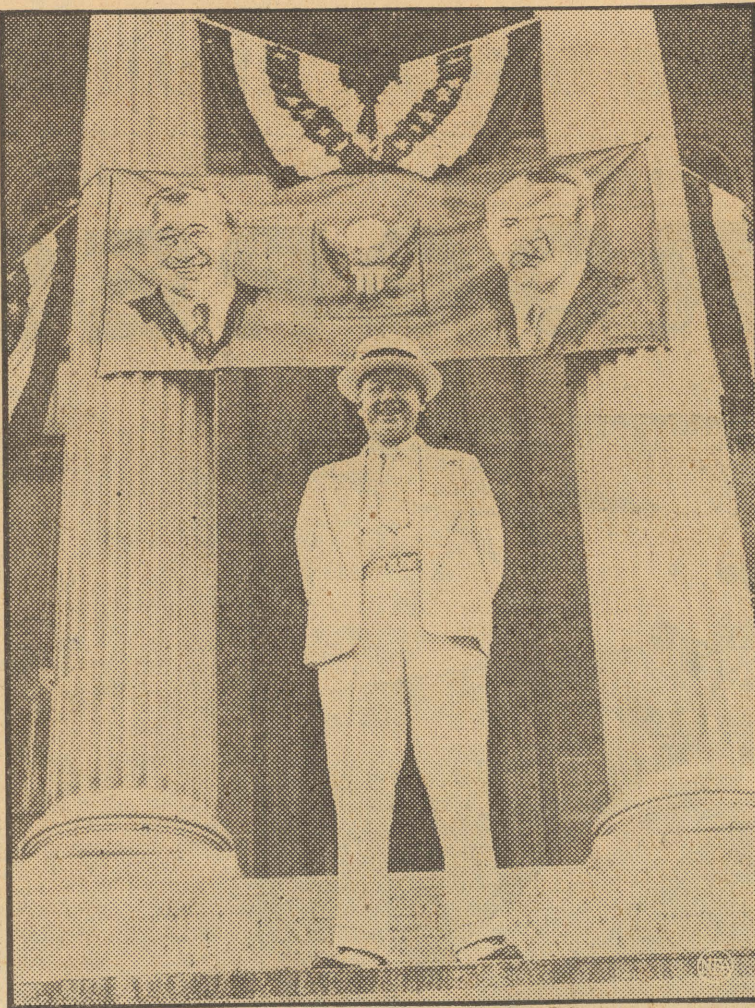
BEAVERS LIKE LIGHT

JUNCTION, Tex. (P)—John Tanner, who operates a 1,215-acre irrigated farm near here, recently cut a hole in a beaver dam on his place on the South Llano river. He placed an electric light at the point, believing beavers would not work at night to repair the dam. They kept on working and filled in the hole. He took down the light, saying he was going to furnish electricity for beavers to work overtime.

Blames Work For Poor Grades

AMES, Iowa (P)—The Iowa state college committee on student progress in a report assigns "attempts to carry too much outside work" as the chief cause for failure of students to get better grades.

Here's a Capital Landon Pose



Personification of confidence as he faced a bitter, strenuous presidential campaign was Gov. Alfred M. Landon, pictured in this debonair, happy-go-lucky stance as he smiled down jauntily from the steps of the Topeka statehouse. And his monarch-of-all-he-surveys attitude seemed to be justified, as sentiment for his chosen son and his running mate, Frank Knox, has been running high in Kansas, as the flags and huge banner, ornamenting the capitol pillars, indicate.

Collector of Pins Saves Many Lives

By HOWARD W. BLAKESLEE Associated Press Science Editor PHILADELPHIA. (P)—When a 3-year-old Kelvin Arthur Rogers travelled 9,000 miles from Australia to Philadelphia to have Dr. Chevalier Jackson remove a nail from his lung with aid of a bronchoscope, two readers wrote the Philadelphia Evening Bulletin:

"Why isn't there more than one bronchoscope in the world to take pins out of children?"

The answer: There are thousands of bronchoscopes, straight, hollow metal tubes with a light at the tip for looking down gullets, windpipes and lungs. There are nearly 2,000 physicians trained personally by Dr. Jackson in use of the bronchoscope.

And there's Chevalier Jackson. Early to Bed, Early to Rise

Chevalier Jackson, M. D., age 71, who goes to bed at nine, rises at 4:30 a. m.; who never drinks or smokes; who paints pictures and works with both hands.

Chevalier Jackson, the Old Master who developed the bronchoscope technique 31 years ago; who said he spent 22 years learning how to remove an open safety pin from a child's throat.

At three score years and ten the Old Master still is unbeatable.

That is why, with thousands of bronchoscopes—Siam and India have them along with the rest of the world—physicians keep sending swallows of unusual objects to Chevalier Jackson's clinic at the Temple university hospital here.

Modest Master

Jackson wouldn't say he is the best—even though Temple university hospital has built him a special clinic and the hospital records last year showed he was visited by 5,273 out-patients who usually stayed less than a day, plus 1,718 patients who stayed longer.

Chevalier Jackson even writes the newspapers protests against mention of his cases. One of the most famous and wealthiest men didn't get to Dr. Jackson's clinic because he asked a newspaperman to get him some information on it. The writer could not reveal his purpose. Dr. Jackson thought it must be publicity. He refused to see the newspaperman.

Careful Preparation Necessary

Dr. Jackson's work has the spectacular quality of near perfection in technique. A patient crossed

the ceiling with an open safety pin in his throat. Two minutes after this patient went on the table the pin was closed and removed.

What the assembled medical men did not see was Chevalier Jackson spending much of his time the previous two days planning this operation. Long, slim, forces thrust down the hollow bronchoscope closed the pin.

The 22 years he practiced to learn this skill Dr. Jackson mentioned when he received the \$10,000 Bok prize in 1927 for great accomplishment. At that time newspapers reported Jackson had "saved 1,800 persons" in the 22 years.

Technique Spreads

The greater saving of life, is the spread of Jackson's technique throughout the world. He did not originate the bronchoscope. That is credited to Dr. Gustav Killian, Freiburg, Germany, in 1895. But medical history records Chevalier Jackson as perfecter of the technique.

Its use has progressed far beyond removal of swallowed peas, nuts, toys, poker chips, safety razor blades, false teeth and plates, bullets, chicken bones, spray tips, styles, coins, jewelry—all recorded in Jackson's clinic.

These inadvertent swallows are scarcely a third of the bronchoscope patients. Children who have diphtheria badly have their throats rebuilt. Cancer and nearly all the serious diseases of the upper respiratory tract can be seen and treated better with bronchoscope technique.

Paints With Both Hands

Dr. Jackson is ambidextrous because his father told him a left hand was a "lame duck." He writes, draws, paints with both. He can draw a circle with one hand and, simultaneously, a straight line with the other. He has said he believes a man can do anything he wishes if he wants to hard enough.

He paints in colors what he sees while looking down the bronchoscope. His students watching him work are able to see what his eyes discern as the Master sketches with colored crayon.

Paintings Line Office

But on his office walls are other, different paintings. Many are scenes of woods, fields and streams. In a central place is a painting of his wife's sewing basket, with contents. Incidentally, he gave her the \$10,000 Bok prize money to spend as she pleased.

Dr. Jackson was born in Pittsburgh, Nov. 4, 1865. He says he got the idea of the bronchoscope technique partly from technique he developed as a young man for looking down oil wells thousands of feet deep for tools lost at the bottom. For what he has done with this idea he has been honored by England, France, Belgium, Italy, Brazil, Poland, Scotland, Mexico and in his own country.

Mortality Rate Slashed

Lately William Edward Chamberlain Temple university hospital physician, invented a two-plane X-ray—X-ray eyes—to aid the bronchoscope. Chevalier Jackson, it appears, rolled a snowball that is turning into an avalanche.

Before he started taking objects from persons' gullets, it was popularly said 98 per cent of such patients died, because they had to have their chests opened. The mortality now is two per cent, and the medical profession at large has added much to bring that to pass.

Puerto Rico produces approximately 30,000 gallons of molasses annually.

Pupils Work For Grades

Spend 10 to 15 Hours Weekly on Campus Doing Jobs

BEREA, Ky. (P)—Students at Berea college really work for their grades.

Numbering about 2,000, they spend 10 to 15 hours a week on campus jobs during the school term and up to seven hours a day through the summer vacation if they do not go home.

Even the poorest student are able to support themselves and pay their own way while learning useful occupations as well as book knowledge.

Earning 10 to 25 cents an hour, the students are graded not only on classroom recitations but on their work.

Projects include a large farm, 5,600 acres, forest, power plant, fire and water departments, telephone system, factories and shops, co-operative store and hotel.

Students have no time for football. They attend religious services regularly but are not required to adopt any creed. None may use liquor, tobacco or automobiles, and the girls do not wear silk dresses. They are not allowed to enter eating places or amusement houses not controlled by the college or to visit persons of the opposite sex in private.

The plan is so popular, says Dr. William James Hutchins, the white haired college president, many who apply for entrance must be turned away.

Hitler Shielded By 'Iron Ring'

Protected Personally, Politically by Group of Time-Tested Disciples

BERLIN. (P)—Millions of Germans have at one time or another seen and heard Adolf Hitler, but the number of those who are about him daily is limited to about a dozen.

Even Colonel General Hermann Goering, upon whom Hitler relies more than upon any other single man, does not belong to the daily retinue of men who dine with the Fuehrer, spend leisure hours with him and travel wherever he goes.

Of these the most important are Wilhelm Brueckner, Hitler's second adjutant, heard, Hitler's adjutant on Sept. 1, 1934, with the rank of major. Recently he was advanced to lieutenant colonel.

Dr. Otto Dietrich, head of the Nazi press department, checks Hitler's every public utterance before it is released to the public.

He is responsible for the Fuehrer's personal safety. In 1934, during the "blood purge," he was credited with throwing himself between Hitler and one of Roehm's men who wanted to pull the trigger on the Nazi chieftain.

Heinrich Hoffmann, "Rich's Picture Reporter of the National Socialist Workers' Party," snaps the "candid camera" shots of Hitler so prominent in party propaganda. He learned his profession as an aerial photographer during the war.

Rudolf Hess, dark-eyed, shaggy-browed Hitler's minister without portfolio, concentrates in his hands the entire detail of Nazi party management—reporting to Hitler only on broad policies.

Dr. Joseph Goebbels, Reich's minister of propaganda, lunches almost daily with Hitler, and of an evening he may summarize the Fuehrer's best entertainment, for Dr. Goebbels also is president of the Reich's culture chamber.

Hans Baur, Hitler's trusted pilot for five years, learned to fly during the war and afterward became a commercial pilot. He is credited with almost a sixth sense for picking emergency landing fields.

Philipp Bouhler receives all letters addressed to Hitler affecting party formations and party members. He became business manager of the Nazi party in 1925.

Erich Kempka, 26, successor to Julius Schreck as Hitler's chauffeur, has been a chauffeur in the Hitler household since 1932.

Chinese Conserve Grand Canal

TIENTSIN, China (P)—A Grand Canal conservancy commission has been organized here to maintain the northern section of the ancient waterway. Built by Chinese emperors to facilitate the transportation of tribute rice to the Peking court, the Grand Canal still handles much freight, irrigates the North China plain and carries off flood waters.

BERLIN (P)—Even blind newswriters are to be given the opportunity to read Hitler's book, "My Struggle." All couples receive the book upon marriage and now copies in Braille are available.

Six to eight different qualities of wool are represented in the fleece of each sheep.

Joan Crawford Joins Rangerettes



Joan Crawford, M-G-M screen star, is shown receiving a commission as a Texas Centennial Exposition Rangerette captain from Lucy Ann Snell, who brought her the commission from Gov. James V. Hogg with an invitation to attend the Dallas world's fair.

Grasshopper, Drought Land Villain, Widens Its Range

By STEPHEN J. McDONOUGH Associated Press Science Writer WASHINGTON. (P)—The grasshopper, companion scourge with drought on the western plains, is reported by the bureau of entomology to be using a trick of evolution to develop its wings and become again the migratory locust which devastated pioneer crops in the 1880's.

At the same time insects of all kinds were reported prospering at the expense of man despite the drought. Some failed to survive the extreme cold last winter in large numbers but others are making up for it.

The grasshopper is called the year's worst pest by J. A. Hyslop, entomologist of the bureau.

"It is growing wings to fly instead of hops and is on the move over wide areas, leaving the burned out field of small grains in the drought area to carry destruction to relatively unaffected sections," he declared.

Not since the 1880's when similar dry, hot conditions prevailed has the grasshopper developed its wings to extend the range of its devastation, he added, and the recent succession of dry years is responsible. The insect has made the change in an effort to survive. Ordinarily the wings are stubby appendages.

The grasshopper situation is made much worse, Hyslop said, by a lack of poison bait, such as was used effectively in 1935 through federal aid.

Only \$250,000 was made available this year for the purchase and distribution of 160,000 gallons of poison and 6,300 tons of bran and this supply has already been exhausted.

Huge Areas Wasted

The hoppers have been most destructive in Oklahoma where they have destroyed 50,000 acres of cotton and at least 50,000 acres of corn, according to Dr. P. N. Annand of the bureau of entomology. They are a menace, he added, in

Iowa, Montana, Missouri, Nebraska, Wyoming, the Dakotas, Kansas and Colorado.

Chinch bugs have not been such a serious pest in midwestern states as they have been during the past six years because of extensive winter-killing, Hyslop said, although it has done some damage in eastern Iowa, Nebraska, Kansas and Oklahoma.

Cutworms of many species have been "especially abundant throughout the greater part of the country," he added, and serious wireworm injury has occurred already in the south Atlantic states, the Gulf region, the Mississippi valley and the Great Basin.

Little commercial crop damage to wheat by one of its worst enemies, the hessian fly, has been recorded although heavy infestations have occurred from New York westward to Iowa.

Other Pests Numerous

Corn and tomatoes have suffered from stalk borers, and in Mississippi and Tennessee the sugar-cane beetle damaged considerable corn. The codling-moth, one of the principal enemies of fruit growers, is reported increasing rapidly in middle Atlantic and east central states despite heavy mortality during the winter.

The boll weevil situation in cotton is described as "not very bad" compared with previous years while cankerworms are appearing in "unusual numbers" throughout New England, the middle Atlantic and east central states and westward to Iowa and Nebraska. Severe infestations of forest tent caterpillars have been reported over approximately the same territory with the eastern tent caterpillar "quite numerous" in New England and middle Atlantic states.

The oriental fruit moth is about normal in numbers along the Atlantic seaboard southward to Virginia and westward to Illinois. In the east central and Gulf states infestations are declared heavier than usual.

Advocates Law to Limit County To Maximum of 7 Legislators

AUSTIN. (P)—Rep. George Moffett of Chillicothe, without the worry of opposition to his resolution, has prepared for an intensive campaign this fall in behalf of his proposed constitutional amendment to restrict the single-member representation of a maximum of 7 legislators.

The amendment, upon which the people will vote in the general election next November, would limit the representatives from any county to seven, until the population exceeded 700,000. Thereafter one additional member would be permitted for each 100,000 population.

For graphic illustrations of his contention about the size and diversity of Texas, he has prepared a series of maps. The first shows Texas as a nearer Chicago than to El Paso.

"Texas is so large," a note explains, "that Texarkana, Texas, is nearer to the capitals of 15 other states and to Chicago Ill., than to the city of El Paso in its own state."

"In a state so large, it is wise to have the membership of the House of Representatives scattered among as many counties as possible instead of permitting the concentration of a large number of representatives in a few densely populated counties."

The other map shows El Paso is nearer Los Angeles than some cities in Texas.

"The boundaries of Texas are so far-reaching that a resident of El Paso is closer to Los Angeles, Calif.," Moffett explains, "than to the cities of Beaumont, Port Arthur or Texarkana in his own state."

"Such diversity of climate, occupations and living conditions as exist in Texas call for the widest possible diffusion of representation among all the counties, rather than permitting a few large counties to elect a big block of them."

Moffett's literature asserts that larger cities have been agitating restricting the state so that each

large city would have 12 or 14 members in the House of 150 representatives.

Representatives from the more populous areas are laying plans as deeply as proponents of the change to combat it when the campaign season gets under way.

Some residents of the larger cities charge that the legislature has been doubly unkind by submitting the proposed amendment and failing to execute a constitutional mandate to apportion representation on the basis of the 1930 census.

Harris county residents, for instance, assert it is entitled to 10 representatives instead of the five it now has.

Yugoslavs Profit From Snakes

BELGRADE (P)—The poisonous snakes that for years caused deaths and cattle losses among farmers in the dry Herzegovina region are now a source of revenue. Several foreign serum plants pay 35 to 60 cents for a live serpent, and it is estimated more than 7,000 snakes will be caught this year.

Portuguese Students To Camp

LISBON (P)—Students and graduates of the higher Portuguese colleges and universities have been summoned to undergo eight weeks compulsory military training beginning Aug. 3, according to an official communique published in the press here. This is Premier Salazar's first act as minister of war, a post he recently took over.

Pole Sees American Market

WARSAW (P)—M. J. Sobczyk, returned from a business survey of the United States, reported that in America there are 40,000 shops belonging to people of Polish origin, who should, and could, be induced to buy largely Polish produce, especially canned eatables.

Fishing companies of Iceland employ airplanes to spot schools of cod, herring, and train-oil sharks.

'Wool Show' Entries Made

Nation-wide Event at Dallas Attracts Many

DALLAS.—Five state universities and colleges of agriculture have entered the nationwide wool show at the Texas Centennial Exposition, Dallas, Oct. 29 to Nov. 6. It was announced by Prof. W. L. Stangel, exposition livestock director.

The exposition's sheep, goat and mohair show will be held on the same dates.

Pacific coast and western entrants are:

Frank C. Clarke, Laytonville, Calif.; King Brothers, Laramie, Wyo.; Malcolm Moncreiffe, Big Horn, Wyo.; Glenwood Farms, Portland, Ore.

Among the entrants is Hal B. Clark of Clarke Hill, Ind., who is listed in the Cheviot class.

In addition to the Michigan State college, B. T. and W. F. Barnett of Pontiac, Mich., and D. T. Knight of Marlette, Mich., are entered in the Cheviot and Lincoln classes, respectively.

Noted institutions, known for their fine flocks, who have listed entries are the University of Kentucky, Michigan State college, Iowa State college, and University of Illinois. The Ranch Experiment Station of Texas A. & M. college also has entered. It is located at Sonora.

To date 110 entries have been filed by Texas, Michigan, California, Indiana, Kentucky, Wyoming, Iowa, Oregon and Illinois sheep breeders.

Texas entrants are:

W. E. Wittenburg, Lometa; Jess Koy, Eldorado; D. T. Jones and Son, San Angelo; L. E. Pearson, Hamilton; Ben C. Peterson, Justin; Ranch Experiment Station, Sonora; J. P. Heath, Argyle; Sol Mayer and Son, San Angelo; Victor Pierce, Ozona; N. Foote, Turner, Tex.; H. J. White, Douglas, White, Gatesville; Hugo H. Breckner, Luckenbach; Henry W. Speck, Eldorado.

J. W. Lawhon, Jr., Eldorado; Henry W. Speck, Eldorado; Alvin Counts, Water Valley; Fred Robinson, Pearl; Joe George Wilkins, Crotchee; J. McCutcheon, W. W. McCutcheon, Robert Lee; R. E. Hickman, Bronte; Shalor Copeland, Blackwell; Davis Brothers, Con Can.

White Russians Become Turks

ANKARA, Turkey (P)—More than a thousand white Russian families, exiled since the Soviet revolution, have now been granted Turkish citizenship through intervention by the Nansen international office for refugees, set up by the League of Nations. A hundred others, however, have been designated "undesirables" and asked to leave Turkey as soon as possible.

The arithmetical sign of equality was devised in 1537 by Robert Recorde, who said, "No 2 thynges can be more equals than a pair of parallel lines of one length."

Fleet breeds of camels carry their riders and bags of water 50 miles a day for five days without a drink.

Daniel Webster, greatest orator of his day, had difficulty in reciting his lessons when a boy, because of bashfulness.

Paganism endured longer in Brittany than in any other part of France.

News Want Ads Get Results.

TEXAS 1936 CENTENNIAL CENTRAL EXPOSITION • DALLAS



We Invite the World to Visit

Lufkin CAPITAL OF EAST TEXAS

See and Hear the

PHILCO RADIO

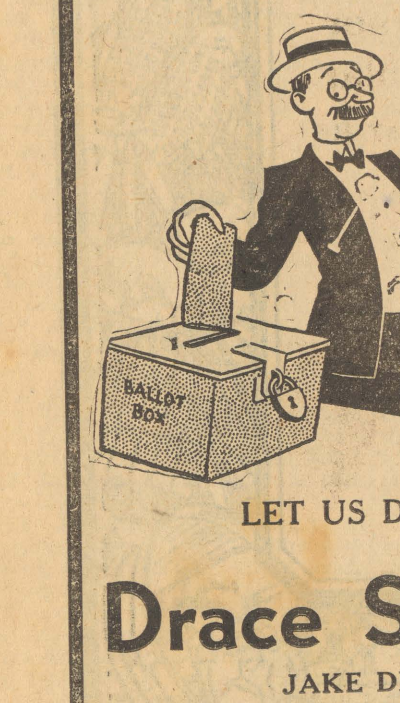
- Amazingly True Tone!
- Beautiful Cabinets!
- Prices Most Reasonable!

VISIT OUR SALESROOM

HUTSON Radio & Electric

"WE SERVICE WHAT WE SELL"

Phone 206 No. 9 Cotton Square



"The People's Choice"

In the Shoe Repair Business in Lufkin.

LET US DO YOUR WORK

Drace Shoe Shop

JAKE DRACE, Proprietor

Serving Lufkin

with

*Economical
Mortuary
Service
Since
1901!*

Through the Years We Have Been
Faithful to Our Trust!

COMPLETE SERVICE SINCE THE HORSE-AND-BUGGY DAYS —
ALWAYS USING THE MOST MODERN EQUIPMENT OF THE TIME
—AND LOOKING TO EVEN GREATER SERVICE IN THE FUTURE!

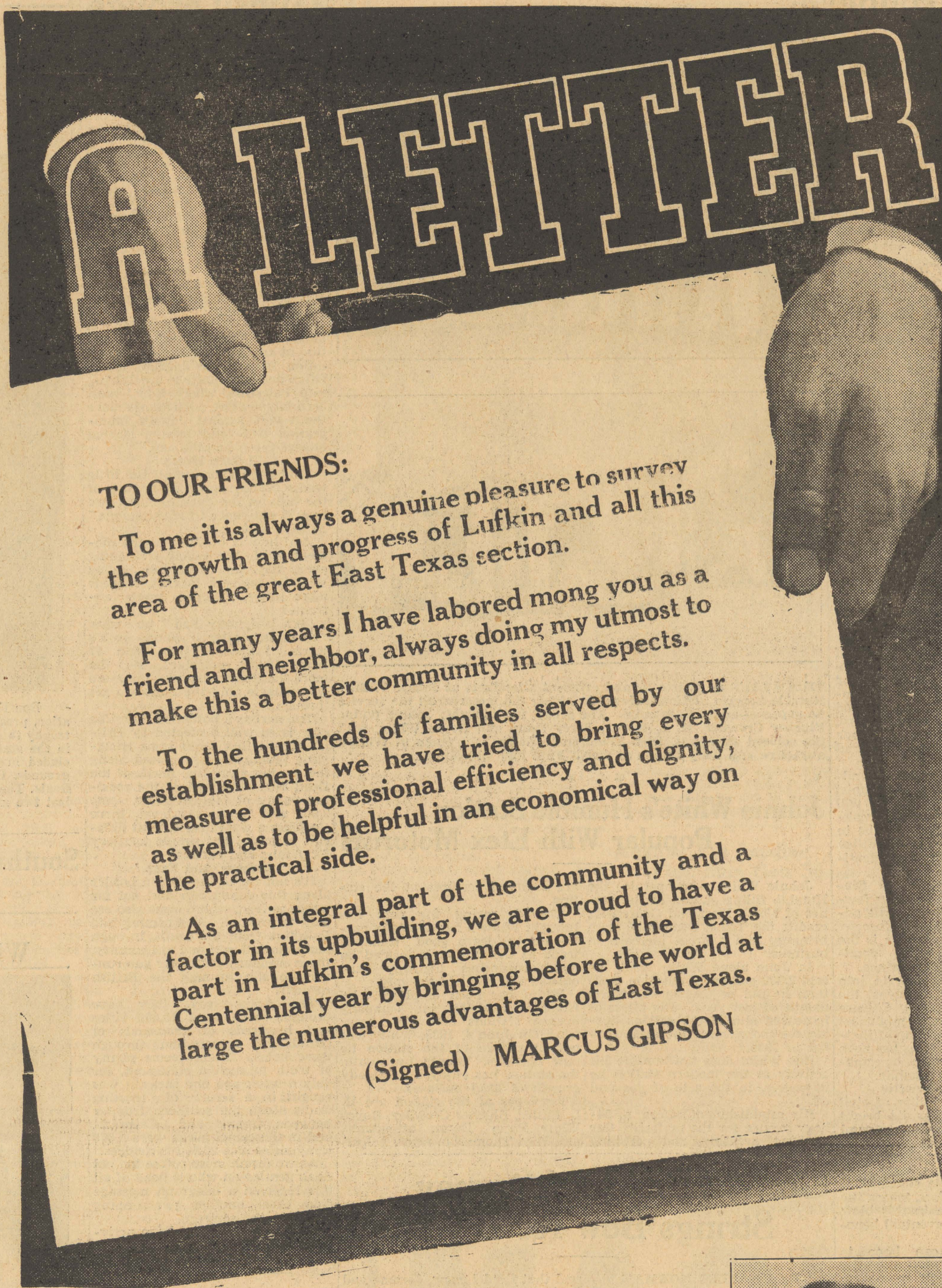
Our business is predicated on giving the greatest amount of service at the least possible cost to those whom we serve. Our thought has never been to see what degree of elaborateness we could achieve, but to endeavor to serve you well by serving you economically.

On this anniversary of Texas independence, we will in a short time celebrate the second year of occupancy of our big, new funeral home, which you are cordially invited to inspect at any time.

The facilities which we have for rendering a complete and economical service are unexcelled in this section, and we are always glad of the opportunity to show you how well equipped we are to perform our functions properly.

You are cordially invited to consider the cost factor in mortuary service and to consult with us in this important particular. Remember, also, that our rapid ambulance service is as near as your telephone. Just call 12 at any hour of the day or night.

MARCUS GIPSON
GLENN FUNERAL HOME



TO OUR FRIENDS:

To me it is always a genuine pleasure to survey the growth and progress of Lufkin and all this area of the great East Texas section.

For many years I have labored among you as a friend and neighbor, always doing my utmost to make this a better community in all respects.

To the hundreds of families served by our establishment we have tried to bring every measure of professional efficiency and dignity, as well as to be helpful in an economical way on the practical side.

As an integral part of the community and a factor in its upbuilding, we are proud to have a part in Lufkin's commemoration of the Texas Centennial year by bringing before the world at large the numerous advantages of East Texas.

(Signed) MARCUS GIPSON



MARCUS GIPSON

China Faces New Trouble

Strife Torn Area Is Opposed by Areas South Of Nanking

NANKING. (AP) — Trouble-torn China faces major threats to its unity along three fronts, each far removed from the others.

The latest move against the authority of the central government comes from the southern provinces of Kwangsi and Kwangtung, where disaffected elements oppose policies of Nanking.

On the northern frontier, Nanking fears further penetration by the Japanese. Prince Teh Wang, Mongol nationalist leader, it hears, has been offered assistance if he will help set up an autonomous Inner Mongolian state comprising the present Chinese provinces of Suiyuan and Chahar (over part of which the Japanese already have extended that influence) at the start, and including eventually the province of Ninghsia.

Fear Hold Loosened Nanking's hold on Hopeh and Chahar has been precarious at best since the Japanese army pushed through from Manchuria three years ago to halt only a few miles from Peiping. Now with Nanking's attention occupied by domestic troubles, many responsible Chinese fear that north China's fate is sealed, and that the long cherished hope of a united Chinese stand against a foreign aggressor has been so dimmed that it will take years to rekindle.

To the west, the main forces of the Chinese red armies are reported on the march again, leaving their temporary hideouts in Yunnan, Szechwan and Shensi and pushing westward and northward, apparently in an effort to reach the region around Koko Nor and to push into Sinkiang.

This cloud is not without its silver lining, for if the communist forces succeed, China proper will be rid of its greatest trouble makers—although Nanking will be in danger of losing the last vestige of its authority over the potentially rich border provinces.

The Chinese governor of Sinkiang receives few and obeys few orders from Nanking. His advisers are appointees of Moscow; his chief source of revenue is the soviet organization which dominates the trade of the province.

If they actually penetrate into Sinkiang, Nanking believes the communist, harassed by Chinese armies for eight years, might set up an autonomous regime affiliated with the U. S. S. R. as has been done in Outer Mongolia, or establish an independent republic.

Like the possibility of civil war in the south, this bright side for the trouble-torn central government.

Without attempting to minimize the still unmeasurable harm done by the raising of the standard of revolt, Nanking leaders, taking the long view, see even in this blow to national morale, eventual benefits for the nation.

Before Nanking can hope to stop the threat of civil war the national treasury will be poorer by millions spent on military preparations, troop movements and making sure of the loyalty of Kwangtung's military clique.

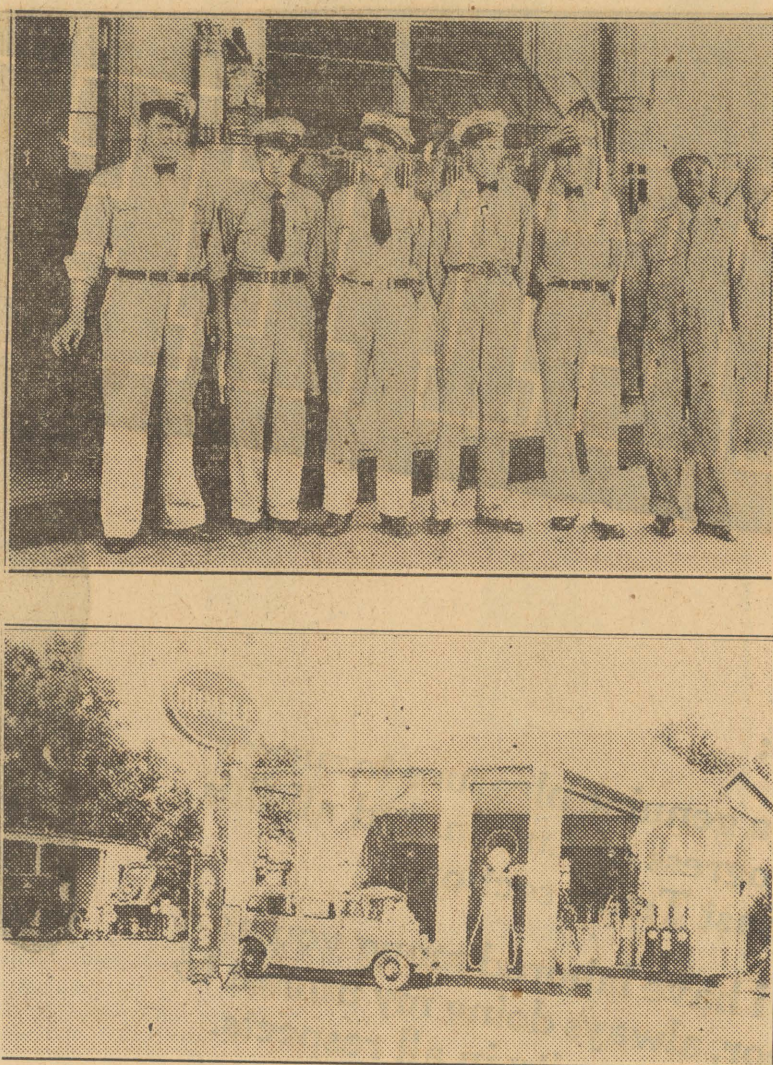
But in this process, Nanking expects to extend her currency system and a degree of financial control over the prosperous southern province which for years has done about what it pleased when it came to collecting and spending money.

HORSES FOR AMERICA
LONDON (AP) — Twenty-three thoroughbred horses of the "Suffolk punch" breed have been purchased by Harry Linn of Des Moines, Iowa, and shipped to New York. This is the first shipment of its kind to the United States in nearly 25 years. "These horses will be used principally for farm work in America and also for breeding purposes," said Linn.

Every Day is a HAPPY DAY For Our Customers
Who know that here they get the most of the best for the least.

The Sweet Shop
Ice Cream — Sandwiches — Cold Drinks
Across From Library

"Give 'Em Service!" Says Johnnie



THIS STAFF of courteous and efficient attendants at Johnnie White's Humble Service Station believes in giving the motorist all the service he expects—and a little more. The group, left to right: Johnnie White, Blucher Crowder, H. L. Butler, Percy Dunn and Royce White, with the colored attendant, Fred Thompson. Below is a photo of White's attractive and busy station at North First and Groesbeck.

Johnnie White's Humble Station Popular With Etex Motorists

Johnnie White, who operates the Humble filling station at the corner of North First and Groesbeck, credits the Texas Centennial by bringing him a great increase in business.

In June alone White said he sold 2,000 gallons of gasoline more than he did in the corresponding month of last year. His oil sales increased almost 100 gallons during the month over the same period in 1935.

But White does not confine his activity at the modern station he manages, to the sale of gas and oil.

His establishment offers a 24-hour service for the motorist. Car washing, greasing, and polishing

are featured services at the station. Careful caring for cars has brought White a list of steady customers besides a good transient trade as the station is located on the Nacogdoches highway just outside the heart of the city.

White has been employed by Humble since there were six years ago. On June 4, 1935, White was put in charge of the station he now operates. Month by month, the station has enjoyed a steady growth of local business.

Employees at the station are H. L. Butler, Blucher Crowder, Royce White, Percy Dunn, attendants, and Fred Thompson, negro helper.

zeal that fired Lexow, Jerome and Seabury, past crusaders against vice and crime here, lights up his face.

Ballyhoo Is Out
Observers say he has brought a new method of criminal investigation to bear. Ballyhoo is out. No witness is named, no testimony made public, until he steps into a courtroom. In addition, Dewey is after the top men, not their hirelings, in the many-millioned industrial and miscellaneous criminal rackets of the metropolis.

A businesslike atmosphere pervades the fourteenth story worth building offices of Dewey and his assistants. Appointed a year ago after a grand jury barred District Attorney William E. Dodge from viewing its findings, Dewey at once organized a staff of 20 assistants, nine investigators, 10 accountants, four process servers, a battery of stenographers and a picked squad, numerically secret, of young lawyers also serve, without compensation.

Not infrequently his work keeps him an average of 16 hours daily in his office, and his staff, including stenographers, remain with him.

Jailed Waxey Gordon
A law meeting with George Z. Medalie, United States attorney, started him on the road to his present post. At the age of 29 he was placed in charge of 50 lawyers as chief assistant to Medalie. Before this he never had tried a criminal case. He assisted in the prosecution of Charles E. Mitchell and later, as federal attorney himself, succeeding his chief, sent Waxey Gordon to jail. Said Federal Judge Frank J. Coleman in the Gordon case:

"It is my firm conviction that never in this court nor in any other court has there been such fine work done."

After leaving his federal post Dewey resumed his private practice and served as special counsel to the Bar Association, without pay, in the removal of Municipal Court Justice Harold L. Kunster. **Quite Popular**
The present citywide investigation operates on a \$250,000 annual budget. Dewey's own salary as special prosecutor is \$16,690 a year (salary of a district attorney less the cuts of the present administration. Associates say it is much less than he was earning in private practice.

In organizing his staff he demanded men without political "obligations." He himself has said farewell to politics. In 1932 he aided Medalie's senate campaign. A year before he was chairman of the board of governors of the Young Republicans' club. Since then he has not set foot inside a district club or attended a political meeting.

Dewey is married and has two

Arabs Sneak Guns Through

Rifles, Ammunition In Palestine Smuggled In By Caravans

By EDWARD J. NEIL

JERUSALEM. (AP) — This old Arab is a Mukhtar, a sort of a mayor of a small Arab village south of Jerusalem. He's a big, villainous-looking coddler until you get to know him. Then he smother you with kindness, chokes you with endless cups of syrupy Turkish coffee, ruining your digestion.

Then, if you hammer hard enough of him, and he really trusts you, he tells you about his specialty, gun running.

Yes, sir, the old Mukhtar is about the cleverest Arab in Palestine at sneaking rifles and ammunition from Trans-Jordan, where rifles and ammunition are lawful, into Palestine, where they most certainly are not, particularly since the revolt against Jewish immigration and land buying started almost three months ago.

Losses Heavy
"But even knowing all the little wadis (valleys) and every inch of the hills in the dark of night, we lose 75 per cent of the shipments," he says sadly.

And how is business at the moment, with the revolt freshening every day, the death toll rising steadily, tempers fraying, hatreds more bitter, violence more extreme?

"It's bad, very bad," he says. "Yesterday, after a whole week's work, I reached here with 47 rifles, 10,000 cartridges. But the more the British capture, the more we smuggle, and the more we get through."

The northern border of Palestine now is so well protected by British troops that Arab arms smuggling practically has ceased along the Jordan river line north of the Dead Sea. But east of the roasting valley of biblical fame, some 2,000 feet below sea level, there stretches a wide desert, most difficult to patrol but simple territory for Arabs and camels.

'Chickens And Eggs'
It's not far to the Syrian border along this desert corridor, not far either to Iraq, where arms also are easy to procure. And coming into Palestine from the south, through more bleak desert and hill country, there are many places for gun runners to slip through the British cordons.

The Arabs say they have brought in at least 10,000 rifles and hundreds of thousands of rounds of ammunition through these holes. There seems plenty of truth to such a statement, for only a week ago one caravan was caught in a series of twisting wadis along the southern frontier between Ghanir and Rashrash, and in the camel packs were 1,000 army rifles and 20,000 cartridges.

As we drank more coffee the old Arab gentleman who is head of all this received a telegraph message from Gaza, another gun running center in the south.

"Chickens and eggs have arrived," he read off, translating the Arabic.

OFFER \$1,040 IN JERSEY PRIZES

COLLEGE STATION. — Premiums totaling \$1,040 for a special county herd class of Jerseys will be offered by the Southwest Dairy Show section of the Frontier Centennial livestock show Oct. 3-11 at Fort Worth, Prof. A. L. Darnell, of Texas A. & M. College, dairy section superintendent, has announced. A total of \$5,300 in premiums will be offered for all classes in the dairy section, which will include contests for Jerseys, Holsteins and Guernseys.

County herds to be entered in the contest must be owned by five or more exhibitors from one county, the spirit of the "county herd" definition being that the five different owners represent five different and distinct farms. All animals in each county herd entered also must be entered in their individual class under names of their owners as well as in the county herd class. Certificates of ownership of the animals, signed by the American Jersey Cattle Club secretary, must accompany the entries.

First prize, Prof. Darnell said, will be \$200. Second prize will be \$180 and other prizes will range downward to \$60 for eighth place. If there are less than four herds entered, however, the first four money will be omitted. If more than three but less than four herds are entered, the first money will be omitted.

TEXAS MEDAL IS GIVEN TO ALLRED

A gold medal, designed and executed by McClelland Barclay of New York, world famous artist and sculptor, has been presented to Governor James V. Allred. The medal symbolizes the spirit of the Texas Centennial.

The medal, five inches in diameter, presented in a relief a cowboy mounted on a bucking bronco. It bears the words, "Ride 'Em Cowboy" and "Texas Centennial 1836-1936," as well as a Lone Star and the artist's signature. Barclay asked Governor Allred to accept the medal as a representation of how non-Texans feel toward Texas and toward him. He is well known in Texas, having visited here several times. He also is a brother of Shepherd Barclay, bridge expert and former resident of Texas where he was engaged in newspaper work.

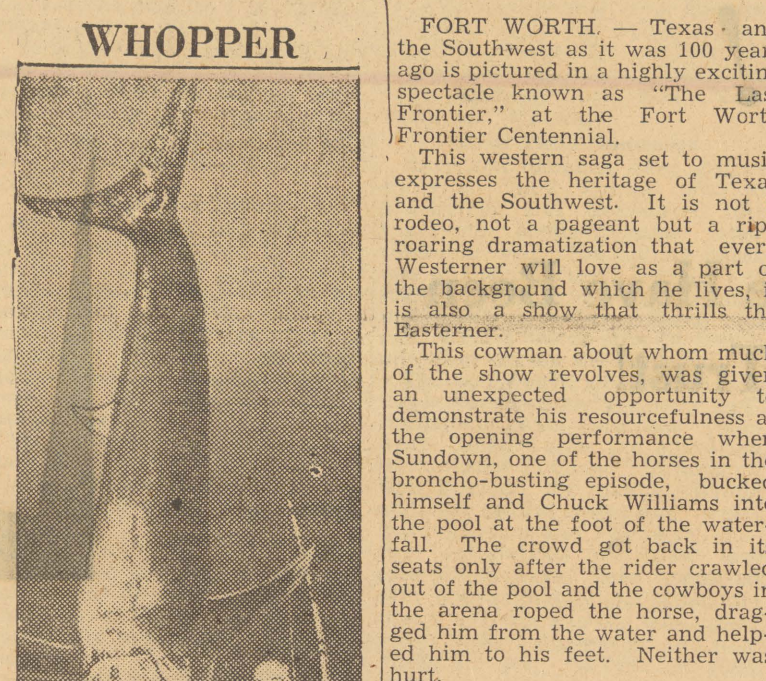
sions, four years and a year old. He is a graduate of the University of Michigan and Columbia law school. He likes "ling and tennis, reads biographies and mysteries.

Texas' Checkers Champion



Don F. Williams, left, president of the Texas State Checkers association, presents on behalf of the Ford Motor Company as donor, a silver trophy to A. J. (Shorty) Temple, popular Dallas newsboy, as the winner in the state checkers championship tournament. The contest was concluded in the Ford court, at the Ford Exposition in the Centennial grounds, Dallas. Temple defeated A. R. Carrell, also of Dallas, in the finals. The first four games of the play-off were tied, Shorty won the last two and the title.

Southwest of 100 Years Ago Lives Again in 'The Last Frontier'



WHOPPER
FORT WORTH — Texas and the Southwest as it was 100 years ago is pictured in a highly exciting spectacle known as "The Last Frontier," at the Fort Worth Frontier Centennial.

This western saga set to music expresses the heritage of Texas and the Southwest. It is not a rodeo, not a pageant but a rip-roaring dramatization that every Westerner will love as a part of the background which he lives, it is also a show that thrills the Easterner.

This cowboy about whom much of the show revolves, was given an unexpected opportunity to demonstrate his resourcefulness at the opening performance when Sundown, one of the horses in the broncho-busting episode, bucked himself and Chuck Williams into the pool at the foot of the water fall. The crowd got back in its seats only after the rider crawled out of the pool and the cowboys in the arena roped the horse, dragged him from the water and helped him to his feet. Neither was hurt.

This show is notable for its sequence of western pictures alone, for the train of prairie schooners that comes winding down out of the mountains, for the breath-taking lightning on the longhorn herd as it disappears up the trail.

The sonorous voice of Capt. Irving O'Hay gives the background. "Many, many moons ago, the smile of the Great Spirit beamed upon the land of that red man. Great herds of shaggy buffalo thundered westward."

And as the spectacle unfolds, the audience experiences the beauty of its water fall, of the little young square dancers forming a wagon wheel and a star, of the indescribably appealing music that Producer Billy Rose and his staff have added to the songs of the West.

It experiences the thrills of an Indian attack on the wagon train, of one of the schooners leaving the arena in flames.

There never was another show like it. It brought its spectators to the edge of their seats time and again. And with the finale, it brought them to their feet to blend their voices with the stirring music of "The Eyes of Texas."

Dogged Plodding by Sleuths Sets Stage for Crime Raids

By SIGRID ARNE

WASHINGTON. (AP) — He was an engaging young man who hung around an old German restaurant in New England, taking an occasional beer with the boys from a nearby factory. He worried when his money began to run low, but his new friends got him a job.

Three months later the government won a case against the factory owners which stopped a huge annual food steal from the public. The penniless young man actually was one of the small army of skilled detectives who work for the government. They are trained in law, accounting and chemistry, for the most part, but many of the glamorous old tricks of the profession, such as shadowing and acting, also are part of their mental baggage.

The most spectacular work falls to three divisions of government sleuths: The G-men, the secret service, and the postal inspectors. They naturally are best known. Tension between the G-men and secret service flared into the open recently when treasury officials received a report that secret service men in the Chicago district had investigated work of the G-men in bringing in "public enemies."

Although no mention of rivalry or jealousy was made, Attorney General Cummings, under whom the G-men work, announced that any one looking for the scalp of J. Edgar Hoover, director of the G-men, would have Cummings to deal with.

But there are 3,067 other detectives in government departments who work so quietly even their neighbors do not suspect they are Sherlocks.

Alcohol Unit Largest
Uncle Sam's detective roll includes: G-men, 800; secret service, 271; postal inspectors, 575; investigators for the public works administration, 300; for the bureau of narcotics, 400; for the customs, 280; for the alcohol tax unit, 1,700; for the income tax unit, 275; for the pure food and drug administration, 102.

"Criminal" to most of these men does not mean "killer," and "crime" doesn't often mean "murder." It means rather smuggling, counterfeiting, illegal sale of drugs, illegal spending of government money, evasion of taxes and bootlegging.

Most Can't Carry Guns
Most of Uncle Sam's detectives are not even permitted to carry guns or make arrests. They merely gather the tale-telling evidence, and arrests are made by the G-men of the department of justice or by local officers.

The G-men, with a variety of laws to enforce, recently have leaped into the lime-light by their war on kidnapers. In recognition of their worth, the last Congress raised Hoover's salary to \$10,000.

Secret service, headed by Chief William H. Moran, are a part of the treasury department under Secretary Henry Morgenthau, Jr.

Mail Robbers Trained
They have two duties: To protect the lives of the president and his family and to uncover counterfeit money and its makers.

Postal inspectors have their bright days in the sun of publicity on those occasions when they close in on some group of mail robbers they may have been trailing for months.

Wherever public works funds are spent the interior department sends expert accountants to make certain the government money goes only into legal channels.

Incoming ships are combed by the customs investigators looking for smugglers and contraband goods.

Bootleggers Still Hunted
Bootleggers still are hunted out by alcohol tax unit investigators. Those who cut corners on their income taxes soon find income tax investigators have uncovered their earnings.

Little is heard of the 102 men who protect life and health through the pure food and drug administration. But they too may run the danger of looking down the barrel of a gun in the hands of a man determined to prevent their securing evidence.

Snores Like Pig Cost Australian His Life
PORT MORESBY, Australia. (AP) — Fauro Umo snored like a pig, and it cost him his life.

Out hunting at night with his nephew, Tugugania, another native, and four other men, he left the rest of the party, sat down near a net stretched to snare a wild pig and fell asleep.

Tugugania, hearing a noise which he thought could be made only by a pig, flung a spear. It pierced Umo's chest.

A court trying Tugugania for murder accepted this explanation and released him.

Colored Glass Offers Competition to Wines
LOS ANGELES. (AP) — Colored glassware is ruining the appreciation of the delicate shades of various types of wine, the Southern California Wine and Food Society says.

The society has requested manufacture to factories to produce clear glass and sparkling crystal.

To appreciate fine wines, the society says, the beauty of their hues must be apparent and undistorted by glass to conflicting shades.

TEXAS 1936 CENTENNIAL
CENTRAL EXPOSITION • DALLAS

Welcome, Visitors!
When you come to Lufkin, come to Lufkin's favorite beauty shop!

De Luxe Work
By Experienced Operators
Reasonable Prices
On All Work
All Work Guaranteed
Texas is on Parade during Centennial Year . . . Look Your Best!

TRAHEY BEAUTY SHOP
JESSIE TRAHEY-STAR, Manager

Two Big Oil Leases Made

Acreage in Area of Raymondville to Be Exploited

RAYMONDVILLE, Tex. (AP)—Two of the largest oil leases ever made in the Valley have been closed here, one involving 31,000 acres of land in Northern Willacy and Southern Kenedy counties; the other 22,000 acres in Southern Willacy and Northern Cameron.

The consideration was not made known but it is estimated it represented several hundred thousand dollars.

The Humble Oil & Refining company leased a 31,000 acre tract along the northern boundary of the county from the Garcia Land & Livestock company of Brownsville and James Daugherty of Beeville. It is adjacent to the huge tract leased by the Uturia Land and Livestock company to the Shell Petroleum Corporation on which a deep test is being sunk.

The bonus on this deal was not learned, but the contract contained provision for drilling a 7,500-foot test, which will be started within sixty days. This will be the second deep test in the salt lake area of Northern Willacy.

Location has been tentatively made in a southeast corner of Share 59, north of the hell deep test.

The other lease is on the southern border of the county, extending into Cameron county to include some of the Ojo de Agua tract, now opened to oil exploration through clearing up of title after twenty-year court controversy.

The lease was made to Magnolia Petroleum company, which paid a \$22,000 bonus and \$11,000 rental on 22,000 acres to the Francisco Armendia estate on Share four, containing 8,464 acres in the San Juan de Carrietas grant, and the balance of the acreage in Share 129 of the Ojo de Agua grant in Cameron county.

KNOW THE ROADS

(Continued from Page 1)

the basis of contract for the highway construction.

Where federal financial participation is involved, concurrence by the Bureau of Public Roads in each progressive stage of development is obtained.

The project is then advertised and the contract awarded to the lowest and best bidder. Competent engineers supervise construction operations to insure compliance with requirements.

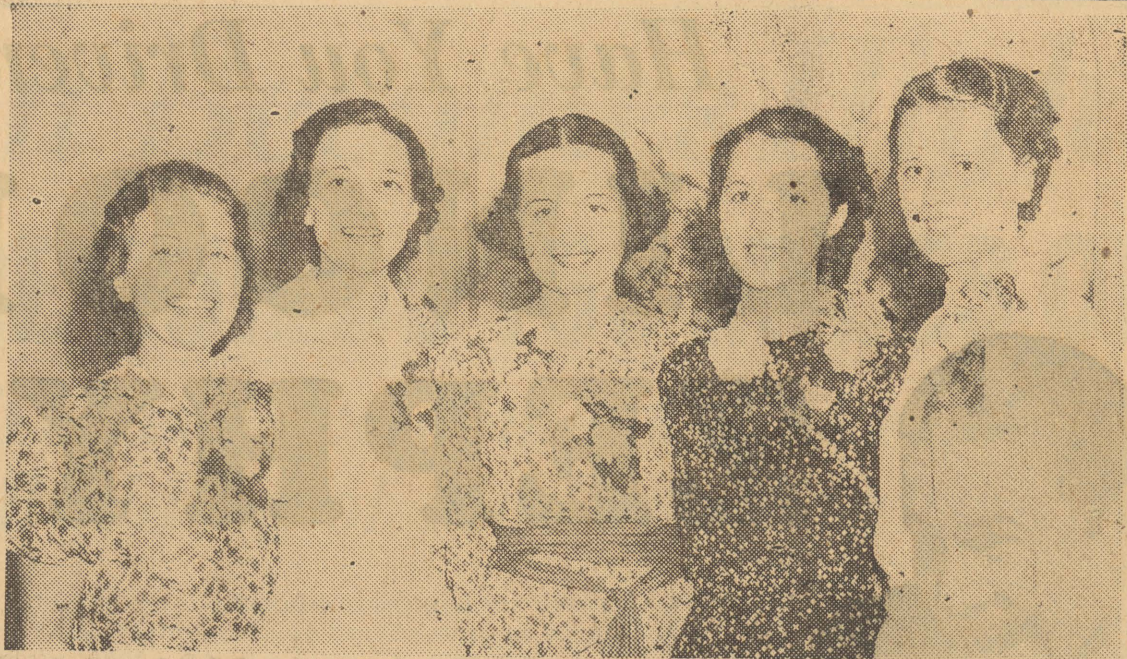
Where detours are necessary during construction, it is the departmental policy to minimize the inconvenience to traffic by requiring the most expeditious completion of work necessitating the detour, and also to provide a suitable and properly marked detour.

One of the chief advances made in the past few years in highway construction is that of acquiring adequate width of right-of-way. This enables the engineers to provide proper and adequate design, according due consideration to safety by incorporating, in addition to the usual riding surface, desirable wide shoulders and flat slopes. It also permits expansion of the highway facilities when traffic demands.

Many motorists doubtless have wondered why a project on which the grading and drainage structures have been completed is subjected to traffic for a season before surfacing is applied. This practice, followed entirely in Texas were suitable selected materials are available for roadbed stabilization, has proved the most effective method devised to insure proper stabilization and is known as "traffic compaction." Also, through stage construction, weaknesses are disclosed and corrected.

Stage construction means the construction in increments of the entire road structure. In embankment construction the materials are carefully tested and selected; the better quality or more stable materials being used in the upper layers of embankment or in the sub-base, the poorer materials being placed at the bottom. Earth materials are carefully manipulated in ten-inch layers by blading.

Queens at Centennial Meet at Ford Exposition



It was Queens' Day in the lounge of the Ford Exposition building at the Texas Centennial in Dallas when five reigning beauties celebrated Railroad Week with a reception. Queen of Queens was Miss Marybeth McGurk, of Chicago, who held court in the lounge with her maids of honor. Left to right: Mildred Kreher, St. Louis, Queen of the Cotton Belt; Dorothy Whitt, Chicago; Miss McGurk, Mildred Williams, Chicago, and Martha Bergersen, Chicago.

supplemented by rolling, sprinkling, etc., when necessary to insure, insofar as practical, the provision of a roadbed or foundation structure of a reasonably homogeneous nature and uniform moisture content. This is in contrast to the method followed in the early years of highway construction when any available material, regardless of its quality, was dumped helter-skelter into the roadway and embankment.

Great caution is taken in designing to eliminate hazardous and abrupt horizontal curves, to insure adequate sight distance, particularly on curves and hill crests, to provide non-skid surfacing, to install safe highway intersections, to separate highway and railroad grades, to provide adequate warning and directional signs and signals, to elevate horizontal curves so they may be traveled without inconvenience or sideways, and to eliminate deep ditches and steep slopes adjacent to the traveled portion of the roadway. In this latter respect the normal modern section provided can, in event of a blowout or other emergency, be traveled from fence line to fence line (at reasonable speeds) without serious accident. On present-day highway construction, this normal modern section is provided at all points except that, through economy and practicability of construction, slopes are steepened on high fills and adjacent to bridges, but even in these cases adequate safety measures are provided.

One of the greatest improvements in recent years in highway construction is the abandonment of the "high dump" type road and the installation of highways at such minimum elevation as necessary to insure proper construction and drainage. In the early '20's, when road building was just beginning on a large scale, and when traffic requirements were becoming evident, typical construction included a high crowned surface, deep cuts and high fills with narrow shoulder width, deep ditches and steep slopes (common to inadequate right of way widths) while bridges and culverts were narrow.

Contract this condition with the modern highway with its wide wearing surface, broad shoulders of highly stable material that minimize hazards, wide bridges and culverts, and ditches with easy, flat slopes. The old fear of being forced off the road has been practically eliminated.

Steps, such as erosion control, are taken to insure retention, with minimum maintenance cost, of the desirable travel facility provided.

Those who have been motorists fifteen or twenty years will vividly recall many harrowing experiences resulting from the narrow roadbed and the adjacent deep ditches.

Wide shoulders and flat slopes on a wider right of way have also thrown into the discard another motoring hazard that has claimed many lives by enabling persons whose cars are temporarily disabled to pull off the traveled roadway, well out of the path of traffic. Cars or trucks parked on

ways, where there are practically no traffic hazards—they may be attributed to unvarying conditions and resultant lack of alertness, or to weariness on the part of drivers. "Turnouts" have been constructed where a drowsy operator can pull off the road and rest safely. Here also a motorist may repair his vehicle with assurance that he will not be killed or injured, or be the innocent cause of a serious wreck. Sites are chosen on hilltops or other points with attractive views. Low stone walls with end returns are built to separate the parking driveways from the traffic lanes. Existing trees are used to advantage where available; elsewhere shade trees are planted to make these points inviting retreats. In addition to being vital safety measures, these interesting little beauty spots relieve the monotonous stretches.

Roadside parks are an important service offered for the convenience of the public. Sites are chosen for their natural scenic beauty, the underbrush cleared, and permanent tables, benches and open fireplaces installed. The land for these parks is donated. In the field of general roadside improvement the Texas Highway Department made tremendous advances. The first step, taken several years ago, was to preserve the trees along existing rights of way. Cards carrying the legend, "Preserve This Tree," were printed and placed on each tree to advise contractors and workmen of the plan, and since then Texas has systematically worked toward preservation of natural growth along the highway and encouraged it in places where vegetation had been thoughtlessly destroyed. The landscape division estimates that approximately 500,000 large trees and about 2,000,000 smaller trees were saved as a result of careful attention to this one detail.

To beautify the roadside the department has inaugurated improvement projects where trees and wild flowers native to the locality are planted. Now it is not unusual to drive for miles along the state's highways, brightened by the gorgeous colors of native wild flowers. While it serves to improve the beauty of the highways it also has a utilitarian purpose in curbing roadside erosion.

Shelters on school bus routes, establishment of a uniform type of removable rural mail box, installation of markers at spots of historical interest along highways, construction of loops to points of scenic beauty, issuance of a highway map illustrated with typical Texas scenes, improved marking of routes, traffic direction and danger warnings, installation of stock passes and pedestrian footpaths, maintenance of detours, protection of the right-of-way against unsightly encroachment by billboards and other outdoor advertising schemes, all these and scores more have been developed to make the traveler's journey safer, more comfortable.

Only Antimony Smelter in World Is in Mexico

LAREDO, (AP)—The only antimony smelter on the western hemisphere and said to be the largest in the world is in operation here, working mostly ore from Mexico, but with some from Western United States, Bolivia and Peru.

Before the smelter was established in 1931, the world depended on China for 70 to 90 per cent of its antimony needs.

Antimony, used chiefly as an alloy to give strength to type metal, also is used in machinery bearings, storage battery plates and electric cable sheathings.

H. P. Henderson, native of Massachusetts, conceived the idea of smelting antimony here in 1926. About 170 men are employed at the plant now.

Letters Addressed To San Jacinto Located

HOUSTON, (AP)—A packet of six letters intended for soldiers in the San Jacinto campaign which won Texans independence 100 years ago has been found in the Texas archives at the University of Texas.

The letters, never delivered, were given to a special messenger en route to the battleground in April, 1836. The messenger was delayed and did not reach San Jacinto until after Gen. Sam Houston's army had whipped Santa Anna's troops and dispersed.

The letters remained lost until their discovery in the Bexar archives.

Stone Park Is Very Old

Petrified Forest Is Located Near Roma, in Starr County

ROMA, Starr County, Tex. (AP)—This border town's new park perhaps is the oldest in the country. It consists wholly of petrified wood taken from a little known "stone" forest nearby.

Roma, a village of about 800, is in the center of the old Garcia ranch O. Henry's stories made famous. Nine miles away, just across the Rio Grande, is the historic Mexican town of Mier. Roma, although situated on a good highway connecting Laredo and Brownsville, doesn't cater to tourists. The park wasn't built for that purpose.

Zenon Pena, barber and civic leader here, was the first person to become interested in the petrified forest. Long familiar with petrified wood, having made a collection of fossilized material in Mexico, Pena saw the possibilities of an unusual park.

He went into action after he heard of stone log lying on the brush-covered hills on which shepherds grazed their flocks. He had the wood hauled into the village.

Petrified wood, described as superior in some respects to that of Arizona, is scattered throughout the park. There are stumps, logs and small pieces. With them are thousands of petrified oyster shells, many 18 inches long and six inches in diameter.

Since all the available material could not be placed in the park, much of it was used in building a wall around the plot.

Beautiful coloring, although not so vivid as that of Arizona's petrified wood, distinguishes the many fossilized trees—cypress, oak, cottonwood, palm, bamboo, pecan and "Yucatan." Perfect condition of the park is one of the most unusual features.

One of the rarest specimens has an arrowhead about three inches long buried in it. The finely splintered wood, perfectly preserved, indicates the arrow was shot into the tree while it was living, perhaps hundreds of thousands of years ago.

The arrow is not of flint, indicating it belonged to a more remote period. Geologists said they had not been able to identify it. Petrified forests have been found in several other sections of Texas and in some places, notably around Glen Rose and Stephenville in Central Texas, the fossilized wood has become popular as building material.

One of the largest petrified forests in the state was found near Bluff Dale in Erath county. Other sizeable collections were located in the same county in the coal-mining region near Thubert.

One of the Thubert forests was discovered a few years ago by Ross R. Wolfe of Stephenville. It appeared never to have been molested. The long petrified trunks were in rows, and there was little tangle. Wolfe said the position of the trunks indicated the forest may have been leveled in a storm.

The Big Bend country also has petrified wood. A 70-foot long fossilized log found near Eagle Pass is in a San Antonio museum.

Pampered Jerseys Pay Big Dividends

Madam Cow Given All Modern Conveniences at Dairy Farm Near Sugarland

SUGARLAND, Tex. (AP)—The Jersey cow is queen at Benjamin Clayton's model dairy here, run more as a hobby than as a commercial enterprise. He has 160 "queens," all registered thoroughbreds.

Everything is provided for their comfort and convenience. They are not allowed to eat ordinary grass. The pasture was especially planted to fine clover and other delicious cud producers. It is cultivated, and sharp-eyed herdsmen ever are on the alert for weeds or other common plants.

Strolling in from the lush pasture, Madame Jersey goes immediately to her private room unattended. There she spends two hours in peace and rest. Not a buzzing fly disturbs her.

Operates Own Fountain

Each private room is equipped with a private drinking fountain from which springs cool, fresh water. The cow operates her own fountain merely by pressing her muzzle gently down to make the water spurt upward. It takes only two days to teach her how to operate it.

Refreshed, the queen moves along a concrete sidewalk to the bathroom where she is carefully bathed and brushed. Before she proceeds to the milking room she is disinfected.

She walks to the milking room where a mechanical milker is attached. The milk flows into a glass container on a scale dial which measures the quantity.

No Human Hands

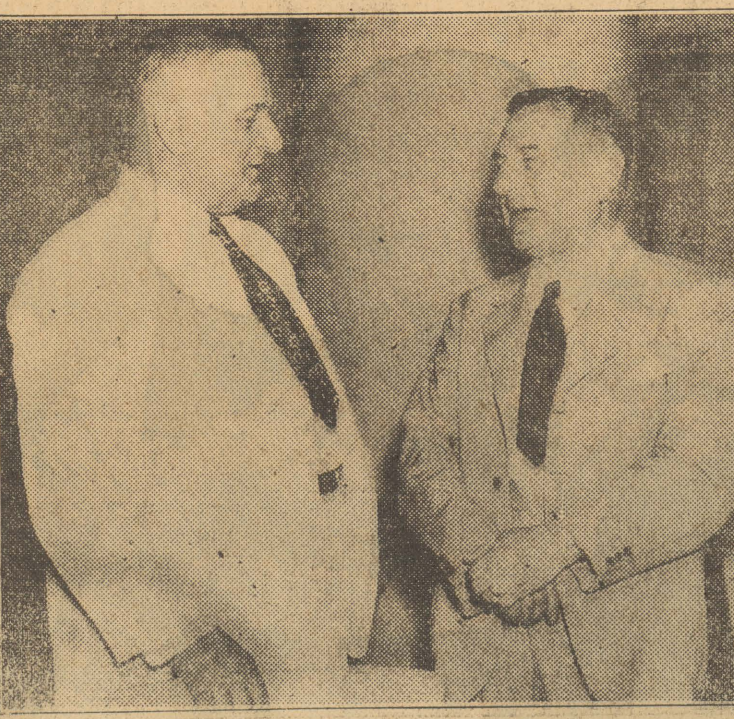
From the container the milk goes through sterilized pipes to a cooler where it is chilled and bottled. No human hands touch it.

Twice daily—between 1:30 and 4:30 o'clock afternoon and morning—the queen is milked.

Some of the cows produce more than their weights in butterfat annually. The late Queen Lillian Rose, weighing less than 700 pounds, produced more than 900 pounds in one year to win the national championship of the Jersey cattle club of America.

Gunpowder was invented by an Englishman, Roger Bacon, in 1248, and not by the Chinese as is commonly believed. The Chinese powder was highly inflammable and not explosive.

He Learned About Fairs From Him



Senator Joseph F. Guffey, of Pennsylvania, left, is shown getting what might be termed a double exposure to expositions. In the Centennial Club of the Texas

Combination Colors Being Used In Home

LONDON, (AP)—The all white vogue in home decoration is waning and is being replaced by the combination of black and white.

A dinner service of black glass was used at a smart Mayfair dinner party recently. The table was decorated with sweet peas in a deep purple shade that was almost black, and a white linen tablecloth, exquisitely ornamented with drawn-thread work, was used.

Another hostess caused a sensation by giving a magpie dinner party at which all the guests were invited to wear black, white or black-and-white.

The menu, which started with "White Lady" cocktails and finished with black grapes, was in keeping with the room in which the party was held.

The walls were painted white with lines of black to outline windows, door frames, etc., and the carpet was a thick-piled black one. The curtains were of a novel circular material in black, dotted with white spots the size of a small cent. Zebra-striped tweed covered the ebony chairs.

Ethiopian Chieftain Loses Pajamas in War

MAKALLE, — Ras Mulugheta, whose army was defeated by Marshal Badoglio in the battle of Enderta, lost his silk pajamas in the battle. When the Italians cap-

Breaks His Arm Just To Get In Hospital

BLACKWELL, Okla. (AP) — Young Max Hawkins felt hurt when his sister, Mary Ellouise, underwent a tonsillectomy and his parents, Mr. and Mrs. Max Hawkins wouldn't let him go to the hospital to "see everything."

That was in the morning. In the afternoon Max was taken to the hospital with a broken arm. He fell from a porch. Max said he did it "just so he could get in the hospital."

Angling For Smaller Fish, Man Gets Shark

SANTA BARBARA, Calif. (AP)—Angling for smaller fish, Clarence Mitchell and F. M. Nalley suddenly hooked a 16-foot blue shark.

While they were struggling with it and wondering how they could bring it to gaff, the shark suddenly flopped aboard their yacht and became entangled in line and other gear. They killed it with a tiller rod.

tured the stores of Ethiopian supplies, they found a cache atop Aradam containing cases of champagne, liquors, dozens of suits of brilliantly colored silk pajamas, camp beds with inflated rubber mattresses and special European food delicacies.

Jobs Offered To Italians

New Roman Empire In Ethiopia Is Being Set-Rapidly

ROME, (AP)—"Go south, young man!" So Fascism, paraphrasing Greeley, advises young Italians who would carve themselves a place in the sun of a new Roman empire.

Conquerors are becoming settlers in Ethiopia at the rate of hundreds every day, according to official sources, as Italy's occupying armies are demobilized in the field.

Peasants and the unemployed of city slums are lining up for a lucrative frontier rush for the promised land like that which sent thousands of Americans rumbling westward over the prairies 80 years ago.

Three thousand foreign service posts in East Africa, the government advises, are open to persons over 18 with the equivalent of an American grade school education or better, who speak some colonial tongue and one or more of the principal European languages besides Italian.

Appointments are offered sanitary engineers, civil engineers, mining engineers, postal and telegraph employees, veterinarians, chemists, agricultural experts, experimenters and inspectors, police surveyors, draftsmen, political police, secret service agents, interpreters and clerks.

In addition, the government urges other young men to seek careers in Ethiopia as representatives of private Italian firms. Terms of employment, even for day laborers, provide minimum wages, free food and lodging, paid passage to Africa, compulsory savings by the workers and fare home for one-third when the contract period has been served.

In the vanguard of settlers, of course, are the soldiers. Some 100,000 are expected to take advantage of the preference offered them in colonization plans. Since many of the East African troops were unemployed before they were called up for service, there is little incentive for them to return home is they can make a living in Ethiopia.

In preparation for the ministry of colonies' announced plan to begin sending emigrants from Italy to Africa by October, Italian agricultural researchers are combing the world this summer for new crops and methods to utilize on Ethiopian farms.

Marshal Rodolfo Graziani, viceroy of Ethiopia, already has begun a "back to work" program for natives. It was first applied to 250 war prisoners sent away by Marshal Graziani with several days' rations and this admonition: "Those who are loyal will be happy; those who betray will be destroyed!"

There is one general to every 123 soldiers in the Mexican army.

MACK'S

BEER SERVICE

LUFKIN'S PIONEER DISTRIBUTOR

We Have What You Want

Quick Service

GREETINGS

To Lufkin Visitors
During Centennial Year

PHONE 203

When In Lufkin Visit Us

FOR WARM FOOD AND COLD DRINKS

Coca-Cola Sandwich Shop

Phone 634
Free Delivery



Have You Driven the **LINCOLN ZEPHYR?**

The Lincoln Zephyr, a V-12 of indescribable beauty, distinctive appearance, comfort, luxury, fine driving qualities, speed up to 125 miles an hour—everything that goes into making a fine car fine—all these features and more are combined in it—is awaiting your critical estimation in our showrooms. You are cordially invited to come in for a demonstration that will convince you. The Lincoln Zephyr is in the medium price class, in a variety of models among which is one just made for you!

ALL EYES ARE ON **THE FORD V-8**

and all eyes are on



Marching along together—Lufkin and progress! Lufkin has long been known as the liveliest small city in Texas.

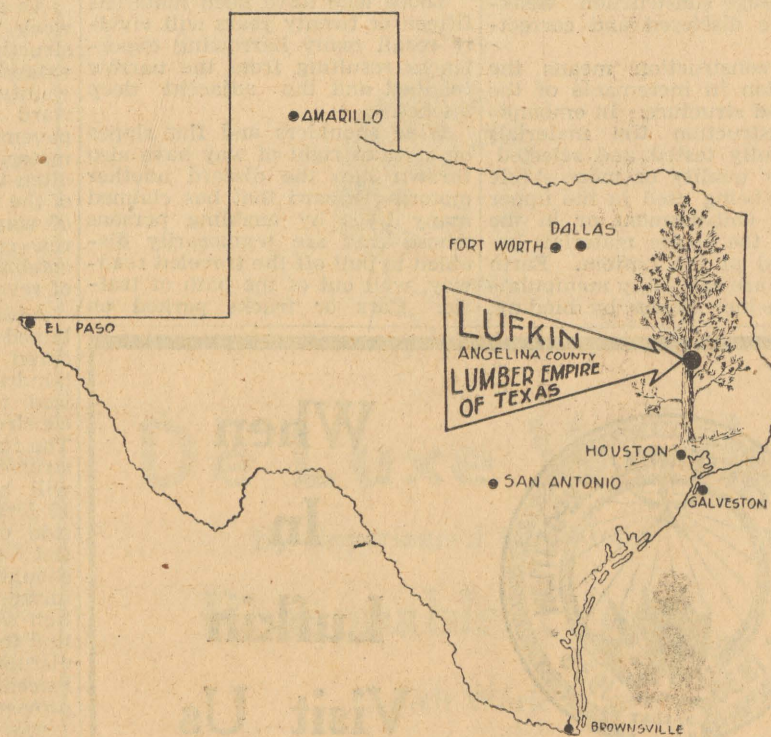
During this Centennial Year of Texas liberty, Lufkin invites the whole wide world to come to Lufkin and Angelina County and see the wonderful natural resources we have here, and to meet the splendid people who extend true East Texas hospitality to all visitors.

It is a real pleasure to live and do business in a city where everyone does his part when the roll of civic progress and public spiritedness is called. Lufkin is that kind of city.

Ford likes Texas and Texas likes Ford. These facts are proved by the circumstances. Each year Ford pays Texans hundreds of thousands of dollars for wages in the Ford plant at Dallas. Ford has erected one of the finest and largest exhibits at the Texas Centennial Exposition at a large cost.

The fact that Texas likes the way Ford does things in Texas is demonstrated by the automobile license registrations in every county of the state. "Watch the Fords Go By" is more than a slogan.

"The Universal Car" represents a dream of service, a desire to build cars of ever-increasing efficiency and ever-diminishing cost so that automotive transportation might be in the reach of everyone. How well this dream has been realized may be seen from the fact that over 25 million Fords have been built and sold since 1903.



GLASS MOTOR CO.