

VACATION HI-LIGHTS at the Smith Family

WHERE TO GO... HOW TO GO... BY GREYHOUND!

HERE'S WHY THE SMITHS ALL AGREE ON "how to go"

- GREYHOUND low fares are good every day on every schedule
- GREYHOUND offers, on many trips, a choice of routes
- GREYHOUND coaches are modern and extra comfortable
- GREYHOUND offers convenient frequent schedules daily
- GREYHOUND serves nearly all of America's Vacation Areas

GREYHOUND TERMINAL
WHITE HOUSE HOTEL
Phone No. 20



SOUTHWESTERN GREYHOUND LINES

Ship By Truck—

TO EAGLE LAKE, EAST BERNARD
AND LISSIE, VIA

VICK TRUCK LINE

Frank Duty, Manager

Central Forwarding, Inc., Freight Depot

1121 North San Jacinto

HOUSTON, TEXAS

Eagle Lake, Phone 313 Houston Phone, Capitol 1113

THE ARCHIVES OF BEXAR

When Business of the Texas Government, From 1727 To 1835, Was Centered In San Antonio.

Note: The following is one of a series of weekly articles taken from the archives of the University of Texas. This collection, considered the greatest single historical treasure on the North American continent, has been catalogued and is now being translated by the University of Texas. It consists of 400,000 pages of original Spanish handwritten documents comprising the official archives of the Mexican government for the Department of Bexar, which covered almost the whole of what is now the State of Texas. The period from 1821, when Texas became a separate province of Mexico, to 1835, the

Turkeys—Chickens

Don't wait and have diseased fowl from Worms and Lice from Blood-Sucking Lice. Kill them NOW to give STAR PARASITE REMOVER in their drinking water for both Poultry and Baby Chickens. It will keep them free of these destructive Parasites, their system toned up, their health and Egg Production good, at a very small cost—or money refunded.

—For sale by the—

EAGLE LAKE GRAIN CO.

Texas Gulf Sulphur Co.

World's Largest Producer of
Crude Sulphur

MINES:

Gulf-Matagorda County,
Newburg-Wharton County,
Levell Point-Fort Bend County.

HEADQUARTERS:

Second National Bank Bldg.,
Houston, Texas

with rations for a year except in the case of the last mentioned product which benefits only two or three persons who make a small quantity of sugar. The rest of the case they sell on a lot or a ton, or a manufacture has never been known nor are there any cotton fields. Wool is very scarce for those who have acquired it to be sold in order to manage to sell it. Besides, there are not over one thousand head of sheep in the whole province. It has been found that no profit will result from raising sheep. There are no flour mills. Other branches of agriculture are entirely unknown. The same is true of all kinds of stock. There is a notable scarcity of cattle. For this reason, a lack of meat is almost continuously experienced, and so it is that, if the annual slaughter of buffaloes which takes place in the months of May and October did not in a measure relieve the misery, the majority of these families would not starve. The catching of wild horses—and there is a great abundance in the province—is the second thing which attracts the settlers.

"On the opposite bank of the same river is the mission of San Antonio de Valero, secularized some years ago. Its actual population, counting the company of San Carlos de Parras, amounts to three hundred and sixty-two persons. Its inhabitants plant corn, beans and pepper. Don Antonio Baez alone, and he is a settler of Bexar, who owns land and water there—raises sugar-cane. The crops are sent for the market already explained in connection with the sugar-cane mission."

"Following the course of this river, we are told, about a league distant from each other, four missions for the most part in ruins, existed in olden times. They were exceedingly rich. Their population amounted to three hundred persons. Among the few Indians are settled a number of Spaniards and people of caste. They are occupied—as are all others in planting corn, beans and pepper, in catching stock, and in killing game at the accustomed times.

"The presidio of Bexar is situated at a distance of a league from the river from Bexar. It contains counting troops and settlers, six hundred and eighty persons. It is a mission of an American colonist of the English race, the late Mr. A. R. Juarez. All these together contain two hundred and fifty persons of the Arawakan, Karankawa, Cocca, and other Indian nations. The first two missions are in a deplorable state, having absolutely nothing with which to support their respective Indians. The latter, who have served them with acquired cattle from the stipend which his majesty dispenses to them as a reward for their industry. The other mission, that of the Governor of Texas, Juan Bautista de Elguizabal, was drawing up a report of conditions in Texas—now to be counted as a buffer province. From this document, translated from the Bexar Archives in the library at the University of Texas, the deplorable weakness of this barrier is apparent.

"The Province of Texas, whose exact extent to this day is unknown, contains only three small settlements, to wit: San Antonio de Bexar, Bahia del Espiritu Santo, and the pueblo of Nacogdoches. The first named is the capital, the seat of a presidio, situated to the south of the capital, at a distance of fifteen leagues from the coast, and the third is a pueblo on the frontier of Louisiana.

"Villu de San Fernando, or by its other name, Presidio de San Antonio de Bexar, contains two thousand five hundred persons, including the company of soldiers stationed there. Its location upon the fertile banks of the Rio Grande, and the facilities which have not been developed because of the general poverty of the citizens. They utilize their labor in planting corn, though not in great quantities; for experience has shown that when a quantity is planted, if abundant crops are raised, the yield is useless, because of the lack of a market—the feeble administration of Charles IV. of Spain who, in the darkest hour of his country's distress left the control of affairs in the

hands of his crafty but incapable minister, Manuel Godoy, at present, don Juan Baez, the historian, presaged the end of Spain's Texas domination in the new world. But only a few could have guessed that three centuries after the transfer of Louisiana from Spanish to French officials and from these to the American authorities was to be a buffer province. From this document, translated from the Bexar Archives in the library at the University of Texas, the deplorable weakness of this barrier is apparent.

24-oz. Mug Beer 15c, Early's Buffet. The victims were rushed into town and all available doctors were called to give immediate attention to their wounds. The Wheeler ambulance carried Mrs. York to the Galveston hospital that night. Her latest reports say she is resting quietly and doing as well as can be expected.

GOOD MORNING MRS. SEAL IS IT HOT ENOUGH FOR YOU? 'TWOULD BE, EXCEPT FOR THESE ICEBERGS!



If you have no icebergs—

You can secure relief from summer heat with an electric fan. A snap of the switch brings cooling breezes steadily and quietly. When you buy, select a fan bearing the SEAL OF QUALITY.

At our store, you'll find

W and C.P. and L.

ONE KILLED, FOURTEEN INJURED IN CAR CRASH

From El Campo (Citizen). One man is dead, and fourteen people are injured in varying degrees, as a result of another horrible wreck which occurred Sunday night on Highway 71, just at the southern boundary of the city.

Mrs. T. York, 34, of Danavang, driver of the Model T Ford truck, was almost instantly killed and his wife received a badly crushed and broken leg and an injured shoulder when a Ford V-8, driven by Sidney Plummer of Louise, crashed into the back end of their truck.

Mr. and Mrs. York were returning to their home in the Danavang community after attending Sunday night service at the Apostolic temple in El Campo, where Mr. York had been the speaker for the evening.

With them, riding on the flat bed, were their six children: a neighbor, Mrs. Oupeland, and three of her children: Mrs. Mary Powell and Ira, Stein, all of Danavang.

Just at the edge of town a Ford V-8, occupied by Sidney Plummer and Yandee Moore of Louise, crashed into the back end of the truck, plowing it away thru crates and riders up to the cab and turning the wrecked truck over into the ditch.

Occupants of the truck were thrown in all directions, while some were pinned under the wreckage. Mr. York was crushed at the steering wheel and Mrs. York was thrown many feet away, her leg was broken and shoulder injured.

All the riders of the truck were injured, some about the head and face and several suffered severe bodily injuries although none are expected to prove fatal.

The victims were rushed into town and all available doctors were called to give immediate attention to their wounds. The Wheeler ambulance carried Mrs. York to the Galveston hospital that night. Her latest reports say she is resting quietly and doing as well as can be expected.

Your Daily MARKET BASKET

"WHAT TEXAS MAKES—MAKES TEXAS" ADMIRATION AND Bright & Early COFFEES

CRUSTENE Is Dependable SMOOTHERING 100% Cotton Seed Oil PANCRUST-PLATO CO., Distributors

DENTLER-MAID 16 Delicious Foods At your grocers

FairMaid good Bread IMPERIAL SUGAR

A-B STORE FRANK STEPHENS CO. Q-P STORE HARRY LANDA BUTTERWORTH'S GROCERY

WHY WEST RAIL OF R. R. TRACK SUFFERS HEAVIEST WEAR TOLD

M-K-Y Employee Magazine Would you believe that the rails on one side of a railroad track wear out sooner than those on the other, or if told that such is the case, would you be able to determine which would show the greater wear and to assign the cause for this curious phenomenon? Well, such really is the fact, and some scientists think they know the cause.

On our railroad, which is mainly a north and south line, it is the west rail that suffers most from the wear and tear of train operation. Several years ago our engineering forces determined this, along with an equally interesting fact, that more rail flaws develop in the west rail than in those on the east.

As to the causes of these amazing conditions, there was a difference of opinion. Various theories were advanced by members of our engineering forces, but research failed to produce proof sufficiently conclusive to sustain any particular theory advanced.

The fact being conclusively established, the situation could be handled by such devices as slightly raising the track sustaining the greater strain, and securing the track by firmer fastenings, which considered desirable in somewhat similar manner to the way the track is handled on curves. Meeting the practical situation did not lessen curiosity, however, as to the cause of the strange phenomena, and trying explanations continued to be advanced. The problem once was made the subject of one of Remy's "Believe it or not" cartoons.

W. C. Pruett, of Muskogee, a member of our engineering department staff under K. H. Hanger, maintenance of way engineer, and well known in Remy's ranks for his studies and investigations into the wear and tear on steel rails, attributed the greater wear on the west rail to the principle of the Poisson effect, or the effect of pressure from the strong winds that blow from the stronger than the east wind, a condition attributable in part to the rotation of the earth and the pressure of the wind against the equipment he reason being put upon the west rail.

In seeking information to sustain his theory, Mr. Pruett wrote to the American Association for the Advancement of Science. "Our experience on the Oklahoma division of the Missouri-Kansas-Texas Lines, during the past several years," he said, "indicates this to be a fact. We found that 900 per cent of rail flaws occurred on the west rail. Can you advise whether any study has been given this subject?"

His inquiry was referred to W. D. Lambert, of Coast and Geodetic Survey, who has made special studies of gravity and of the action caused by the earth's rotation. Mr. Lambert, in turn, sought scientific authority and finally found reference to the investigations of a celebrated German scientist into conditions similar to those experienced on the Katy.

"In this hemisphere (eastern) it is evident," said the reference cited, "that the right-hand, or west rail in this case is affected more than the left one. It is conceivable that the wear on the two rails would be unequal. A mathematical treatment has been given by Brachmann, Schröder-Wiegand. Their theory is

that the force that drives the moving train to the right is mathematically so small that it scarcely needs to be considered under normal conditions. With a normal gauge of 48.5 inches and if the speed of the train reaches 25 meters per second, a raising of the right-hand rail 0.4 mm. is enough to neutralize the wear due to the earth's rotation. In the course of a day, however, a rail is usually worn down more than this amount.

However, in soft marshy ground, and where the rails are too firmly fastened, the rail which receives the greatest demand may need special fastenings. You will note that the tendency in the northern hemisphere is toward the right, no matter what the direction in which the train is proceeding, and in the southern hemisphere, it is toward the left."

ENTERTAINS WITH PARTY ON BIRTHDAY SATURDAY NIGHT

Mrs. Will Walker, entertained with party last Saturday night, the occasion being her birthday. A large number of her friends from Eagle Lake and vicinity were in attendance. Mr. and Mrs. Henry Chambers and Weldon Walker of New Gulf were out-of-town attendants. After an enjoyable evening of games, delicious refreshments were served and as each guest departed, they wished Mrs. Walker many more happy birthdays.

Mrs. Betty Winters, a charming and attractive young lady of San Antonio, is visiting Miss Alice Mae Thomas this week.

Civil Engineer N. B. Davidson came over from Huntsville this week. He is in charge of the engineering for the city paving contract at Huntsville. His father, S. A. Davidson, accompanied him to Huntsville for a visit.

Mr. and Mrs. R. C. Fussell and two baby daughters, left Tuesday for a visit to Sonerville, following a few days visit here to the family of her brother J. T. Carney, Jim Jr. and Gene Day grandchildren of Mr. and Mrs. Carney, who accompanied Mr. and Mrs. Davidson here from Tennessee, and remained for a longer visit to their grandparents here.

Mr. John Weinandt of Victoria is spending the week here. A guest of her daughter, Mrs. John Chapman.

LOUISIANANS TO MAKE HOME IN EAGLE LAKE

Mr. and Mrs. R. C. Fussell and two baby daughters, left Tuesday for a visit to Sonerville, following a few days visit here to the family of her brother J. T. Carney, Jim Jr. and Gene Day grandchildren of Mr. and Mrs. Carney, who accompanied Mr. and Mrs. Davidson here from Tennessee, and remained for a longer visit to their grandparents here.

Mr. Fussell, son of A. B. Fussell, is connected with the Cally and Thomas Bros. packing plant.

Mr. Wainette Knight of Houston is here for a visit to her mother, Mrs. Ada Dodd.

WILLIE WALKER AND MISS DOROTHY TYLER MARRIED

Coming as a complete surprise to their friends was the marriage of Willie Walker and Miss Dorothy Tyler of Altair which took place in Eagle Lake on Monday afternoon, with Justice of the Peace J. H. Conner reading the marriage ceremony.

Mrs. Walker is the daughter of Mr. and Mrs. Louis Tyler of Altair and attended the local high school last semester. Her friendly ways and kindly disposition have made many friends in Eagle Lake. Mr. Walker is the son of Mr. and Mrs. Will Walker and is well and favorably known to the people of Eagle Lake. He attended school here several years ago and has many friends in Eagle Lake. They will make their home with the parents of the groom for the present. The bride is a daughter of their friends of this fine couple in extending sincere congratulations and wishes for a long and happy married life.

Specials for Friday-Saturday, June 21-22

IGA Salad Dressing

Qt. Jar 29c

IGA Sliced No. 2 can Pineapple 19c

IGA INSECT SPRAY, pint can 32c

IGA INSECT SPRAY, 1/2 pint can 19c

IGA TOILET TISSUE, 3 rolls 17c

IGA Pure Concord Grape Juice, pint bottle 15c

Searchlight Box Matches 04c

MAINE OIL SARDINES, 6-1/2 cans 25c

Campbell's Tomato Soup, 2 cans 15c

Standard Tomatoes, 3 No. 2 cans 22c

Swansdown Cake Flour, per pkg. 28c

Meat Market SPECIALS

ROAST 12c

STEW 10c

BONES 08c

JOWLS 17c

BOLOGNA 15c

HAM 21c

DRESSED POULTRY AT ALL TIMES

IGA Peanut Butter 21c

LIPTON'S TEA, 4 oz. can with free glass 21c

Silver Dust Powder with free dish towel, 2 pkgs. 27c

IGA RED ALASKA SALMON, No. 1 tall can 18c

Green Beauty Sour and Dill Pickles, 2 qt. jars 27c

Soap, 2 6-oz Bars 11c

Peak Mint Flavor-Tea, 4 oz. pkg. with free iced tea spoon 23c

GRAPE NUT FLAKES, per package 09c

Morton's Plain or Iodized Salt, 2 packages 15c

BLUE G BLEND COFFEE, per lb. 19c

Red A Blend Coffee, 1b 17c

Webster's Green and White Lima Beans, 2 No. 2 cans 25c

INIT STARCH, 3 packages 20c

FARGO BRAND APPLE SAUCE, 2 No. 2 cans 21c

PEAK BLEND COFFEE, per pound 23c

Igana Tooth Paste, Large Pkg 34c

PHILLIPS MILK OF MAGNESIA, 50c size 34c

LIFEBOUY SHAVING CREAM, 35c size 24c

IGA APPLE BUTTER, 12 oz. jar 09c

SILVER RAY FLOUR, 48 lb. sack \$1.45

SILVER RAY FLOUR, 24 lb. sack 75c

Crustene Lard, 4 Lb pkg. 53c

ENAMEL WARE 19c

The Frank Stephens Co.