

NOW—THE New Firestone STANDARD TIRE

NEVER BEFORE SO MANY
Extra Value Features
IN A TIRE AT SUCH A LOW PRICE

The THRIFT TIRE of 1936

\$6.95
4.40-51

STANDARD TYPE
FOR PASSENGER CARS

SIZE	PRICE	SIZE	PRICE
4.40-51	\$6.95	6.00-14	\$11.95
4.50-51	7.45	HEAVY DUTY	
4.60-51	7.75		
4.75-51	8.30	6.00-17	14.30
4.85-51	8.80	6.00-19	15.95
5.00-51	9.45	6.00-21	15.95
5.25-51	9.75	6.00-23	17.45
5.50-51	10.70	6.00-25	17.45
5.75-51	11.30	6.00-27	17.45

Other Size Priced Proportionately Low

IT COSTS LESS TO BUY—VOLUME
PRODUCTION SAVES YOU MONEY

The new Firestone Standard Tire is the
greatest tire value ever offered car owners—
volume production, efficient factories and the
most economical distribution system make it
possible to sell this new tire at a price
remarkably low. This is why car owners
everywhere call it the Thrift Tire for 1936.

For Truck Operators

LONGER MILEAGE, MORE
DEPENDABLE SERVICE—
VOLUME PRICES

WHETHER you operate one truck or
several, dependable service is your greatest
asset. In hauling produce to market, operating
local deliveries, in heavy cross-country
hauling, operating school buses, or in any type
of trucking service, you need a first-
quality tire, built of first grade
materials to give you long, trouble-free
mileage. Now, for the first time, you can
get such a tire at prices you can
afford to pay. Come in today and let
us show you how the new Firestone
Standard Truck and Bus tire will
give you better service and save you money.

STANDARD TYPE
FOR TRUCKS AND BUSES

SIZE	PRICE	SIZE	PRICE
6.00-20	\$14.83	30 x 5	\$18.44
6.00-22	19.21	32 x 6	31.72
7.00-20	55.46	36 x 6	34.00
7.00-22	56.46	34 x 7	45.57
8.25-20	45.14	38 x 7	45.45
9.00-20	53.16	36 x 8	59.66

Other Size Priced Proportionately Low

Listed to the Voice of Firestone—featuring Margaret Sparks, soprano, with the Firestone Choral
Symphony, and William Duly's Orchestra—every Monday night over N. B. C. National Network

Universal Motor Co.

Phone 6 B. H. McELHINNEY, Manager Eagle Lake, Texas

A. L. Marx
Service Station

C. S. McLellan
Service Station

ARCHIVES OF BEXAR

When Business of the Texas Government, from
1727 to 1835, Was Centered in San Antonio.

(Note: This is one of a series
of articles taken from the three
hundred special collections of family
archives in the University of
Texas Library. The collections cover
all periods of Texas history, from
the earliest days of the Spanish
missions to the present. This series of articles
presents interesting excerpts from a
number of these family collections, and
shows how the family archives are
being used in the development of
the empire of Texas, others for
their purely human interest in por-
traying personalities, economic con-
ditions and social intercourse.)

The old maxim about the prophet
without honor in his own country
was proved by execution in the case
of Oran M. Roberts, distinguished
son of Texas, who was born in the
country as a child. It is evident from
commemorative letters in the Roberts
papers, now deposited in the
University of Texas Library, that
the record of Moses Austin and his
family was written more fully by
Stephen F. Austin than by his

Moses Austin, left the territory of
Arkansas in 1820 and descended to
New Orleans where he remained
until his father returned from St.
Antonio. He then proceeded to
Natchitoches to meet his father and
share with the dangers and fatigues
of the enterprise he was about com-
mencing in the Province of Texas,"
he wrote. "When he arrived at
Natchitoches he met the commis-
sioners (Don Erasmo Seguin and
Don Juan Bertrando) dispatched by
the Government of New Spain with
a confirmation of the grant and
orders to conduct Moses Austin to
the district allotted to him to form
his colony, but receiving intelligence
of the sudden death of his father,
he proceeded on to San Antonio in
company with the commissioners
and sixteen Americans who accom-
panied him on the expedition. On his
arrival at San Antonio he was im-
mediately acknowledged as the legal
heir and representative of his fa-
ther, Moses Austin, by Don Antonio
Martinez, then Governor and politi-
cal chief of that province, and fully
empowered to carry into effect the
original design of his father.

"Accordingly he left San Antonio
with the commissioners and proceed-
ed to explore the country and
select the place he might deem
most desirable to form his colony
—after having explored the colony
bordering on the sea or Gulf of
Mexico from the Bay of Mexico,
the Colorado and Rio Grande
rivers, he selected the country lying
on and between these two rivers

extending from the San Antonio
road leading to Nacogdoches down
to the sea as the most desirable
for the formation of a flourishing
colony. He then returned to the
United States to complete his en-
terprise and introduce the number
of families stipulated in the grant
to New Orleans and by the assist-
ance of a friend he fitted out a
schooner (called the Lively) and
embarked on board of her eighteen
men with provisions, arms, ammuni-
tion and farming tools with direc-
tions to proceed to the mouth of
the Colorado and ascend that river
until a suitable place offered where
they were to plant corn, erect
stockade and put up dwelling
houses, etc.

"The Lively left New Orleans about
the 25th of November 1821 and
Stephen F. Austin left there three
days after by land to meet her at
the mouth of the Colorado. In
Natchitoches he collected a party
of ten men to accompany him and
proceeded through the wilderness to
the mouth of the Colorado where
he arrived sometime in the month
of January—after waiting nearly
three weeks at that place and
vicinity subsisting on catfish and
wild onions—without bread or salt
he despaired of meeting his vessel
and ascended the river to the
Babia Crossing—there he met his
brother Jas. E. B. Austin and they
proceeded on together with twenty
men to San Antonio where he ar-
rived on the 15th of March, 1824,
much fatigued and reduced in weight.
The Governor received him with a
cordial welcome and advised him
as a material change had taken
place in the political aspect of the
country to proceed on to the city
of Monterey where the Governor
General resided and if he could not
get his business satisfactorily ar-
ranged to continue on to Mexico
and lay his business before the
Congress. He left San Antonio on the
25th March, 1824, in company with
an interpreter and Dr. Cook, and
dressed and arrived in Mexico on the
26th of April following—immedi-
ately on his arrival he presented a
journal to the Congress, praying that
the grant made to his father by the
former Government might, by con-
firmation, after spending nearly a year

in Mexico, be confirmed to him.

AMAZING
NEW MODERN
REFRIGERATOR
for farm homes

ELECTROLUX
RUNS ON
KEROSENE
(COAL OIL)

AT LOW
COST

Needs no electricity... no water
Operates for a few cents a day
Has no moving parts to wear
Provides fullest food protection
Requires no daily attention

MAIL THIS COUPON
DEALER'S NAME
AND ADDRESS

Get the name and address of the dealer who has the best Electric Kerosene Refrigerator.
Name _____
Address _____
City _____ State _____
I am interested in this refrigerator.

Now, for the first time, any
home anywhere can have the
advantage of finest food refrigeration.
ELECTROLUX brings you the
name perfect food protection, the
name wonderful savings that have
made the gas-cooled Electric Kerosene
Refrigerator the favorite for city homes and
country places. Clip coupon for booklet.

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AND ADDRESS

Get the name and address of the dealer who has the best Electric Kerosene Refrigerator.
Name _____
Address _____
City _____ State _____
I am interested in this refrigerator.

In Mexico attended with much labor
and expense he succeeded in ob-
taining a complete confirmation of
his grant from Congress and re-
turned to San Antonio some time in
July after an absence of fifteen
months and at a period when some
of the most important events trans-
pired in the Mexican history. He
immediately after his arrival at San
Antonio he proceeded on to his
colony where he found about one
hundred families already settled and
commenced the organization of the
colony which he has nearly com-
pleted. The Government commis-
sioner, Juan N. Alvarez, who accom-
panied him, settled himself on the
colony where he now resides July, 1824.

James E. B. Austin, second son
of Moses Austin, returned from
Kentucky about the first of October,
1821, and remained in Missouri until
December following when he left
it and went on to join his brother
in the Province of Texas. He re-
mained at the city of San Antonio
until his brother returned from the
city of Mexico. He returned with
him to the colony where he remained
until May, 1824, when he returned
to Missouri to remove his mother and sister to that
province, but the death of his
brother, who had died previous to
his return, and the marriage of his
sister, with Mr. James Perry, com-
pelled him to return to the province
without her—accordingly he left
Herndon, Missouri, on the 15th
day of November, following, 1824.

From this point, the family re-
cords were kept by Mr. and Mrs.
James F. Perry, James F. Perry
being the second husband of Emily
M. B. Austin, Stephen F. Austin's
sister. She was married to James
Bryan in 1813; several children
were born to this union; James
Bryan died in 1822. Emily Austin
Bryan was married to James F.
Perry in 1824; several children were
born to this union. After Stephen
F. Austin's death, several years later,
the family records are as follows:

James E. B. Austin died in New
Orleans on the 24th of August,
1828, with the following last will
and testament: "I, James E. B. Austin,
do hereby certify that I am the son
of James F. Austin, who died in
New Orleans, Texas, on the 24th of
August, 1828."

Stephen F. Austin, son of James
E. B. Austin, died in Col. Hill, Texas,
on the 24th of August, 1828.

General Stephen F. Austin died
at Judge McKinstry's farm, Columbia,
Texas, on the 27th of December,
1828, and was buried at James F.
Perry's farm, near the mouth of
the Colorado River, on the 29th
of December, 1828, at the age of 35
years, 1 month, 1 day.

Moses Austin departed this life
10th of June, 1821, in the 57th year
of his age at Hazel Run, St. Francis
County, Missouri.

Mary (Maria) Austin, daughter
of the late James F. Austin, departed
this life on the 14th of January, 1824,
in the 33rd year of her age at
Hazel Run, St. Francis County,
State of Missouri, 5 o'clock in the
morning.

James F. Perry started from
Potosi, State of Missouri, to visit
the Province of Texas, March 21,
1820.

James F. Perry, born 7th of May, 1820, at Potosi,
State of Missouri, to visit the
Province of Texas and arrived
at San Felipe de Austin, the capital
of Austin's colonies on the 14th of
August.

TEST OF DELIVERY TRUCKS
UNDER WAY IN 12 CITIES

An unprecedented test of delivery
trucks, under the supervision of the
American Automobile Association, is
now under way in twelve cities of
the United States, in each of which
a leading department store is oper-
ating a Chevrolet test truck in ac-
tual service. It is the first test of
this sort ever to have been sanc-
tioned by the A. A. A., and so far as
is known, the first test of a group
of identical trucks operating under
varied conditions in different cities.

Department stores that are co-
operating are in Atlanta, Boston,
Chicago, Dallas, Denver, Detroit,
Los Angeles, Milwaukee, New York,
Philadelphia, St. Louis and Wash-
ington.

The operation covers a period of
30 working days, during which ac-
curate records will be kept cover-
ing the economy of the trucks in
fuel and oil and in other expenses,
accompanied by an exact record of
the performance of the trucks in the
handling of department store deliveries.

The test, besides demonstrating the
cost of operation under varied con-
ditions, will also prove a demon-
stration of the methods by which
department store delivery trucks
are being achieved a high record for
safety.

Typical of the test in all 12 cities
is the operation in Chicago, where
Marshall Field & Co. are using a
Chevrolet double front panel de-
livery truck. The executives of the
truck division of the Chevrolet
Motor Company found the plan an-
ticipated by Marshall Field & Co.
thoroughly justified by the results.
Field, represented by James M.
Barclay, operating and personnel
executive.

The truck, a stock chassis, with
the exception of the double-drop
frame, which was developed espe-
cially to accommodate a new body
type specially designed for Marshall
Field, was selected from the assem-
bly line by the central board of
the A. A. A. From the time it left
the factory, it has been under con-
stant A. A. A. control, even on its
trip from Detroit to Chicago. The
garage which is located and the test
is held by David N. Larson, A. A. A.
observer. The crankcase, transmis-
sion and rear axle are sealed.

Each morning when the truck is
loaded, Larson records the number
of packages to be delivered. He re-
mains with the truck throughout
the day, keeping an exact record of
the time of each delivery, the mile-

age between stops, and the nature
of each delivery or pickup. He also
is required to report any mishap,
no matter how trivial, should any
occur during the test.

A regularly employed Marshall
Field delivery crew mans the truck,
which operates from the Evanston
stores.

CENTRAL POWER & LIGHT
CO.'S QUARTERLY DIVIDEND

Directors of Central Power and
Light Company today declared a
quarterly dividend of 87.5¢ per
share on the company's 7½ cumu-
lative stock and 7¢ per share on
the 6½ cumulative preferred stock,
payable August 2 to stockholders of
record July 15. The directors named
W. E. Dickerson as assistant to the
president. Dickerson is director of
industrial development.

Dividends declared denote, in a
measure, partial recovery of earn-
ings lost during the depression, ac-
cording to James C. Kennedy, presi-
dent. Central Power and Light
Company paid full dividends until

early in 1932, during which year
the effect of the depression was
felt and dividends were gradually
reduced to none at all. On August
1, 1934, the company paid dividends
equivalent to one-fourth, and con-
tinued paying one-fourth dividends
until May 1 of this year. This quar-
terly dividends are equivalent to
one-half the regular rate.

No dividends have been paid to
common stockholders since the mid-
dle of 1932, and, under the terms
of the company's charter, common
stockholders can receive nothing
until holders of cumulative prefer-
red stock have been paid in full.

alotabs

For Headaches, Sour Stomach,
Flatulence, Nervous and Bile
Disorders, due to Constipation.

Old Dutch Bakery
We Deliver
Phone 80
SPECIAL ON LAYER
CAKES SATURDAY!

SLEEPING
SICKNESS

MANY a bank account suffers from sleeping sickness. It is oper-
ated with enthusiasm. For a time money is added to it. Then the
enthusiasm departs—the account is neglected—and amounts to
nothing in the end.

ONCE you start an account here keep adding to it \$1 in an
account amounts to nothing to the owner. But pile dollar on dollar
and it becomes a valuable asset—a genuine friend in the
time of need.

The First National Bank
Eagle Lake, Texas
MEMBER F. D. I. C.

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 389 Houston Phone, Capital 6118

HOW CAN YOU
BEAT THIS
GOVERNMENT TB TESTED
For your protection
PASSED STATE INSPECTION
This represents sanitary conditions
AN ALL JERSEY HERD
This represents quality
THREE OF THE MOST
IMPORTANT THINGS
IN PRODUCING MILK
BROWN'S DAIRY
GARDEN

Strickland Insurance Agency
FIRE, TORNADO, AUTOMOBILE,
AND CASUALTY INSURANCE
W. S. Strickland, Mgr. Eagle Lake, Texas

Enjoy Yourself
at the
SAN JACINTO
HOTEL

In the heart of Houston's business,
theatre and shopping center. Large,
cool, airy, fully furnished rooms.
Appetizing meals at popular prices.
In its famous Coffee Shop. You'll
really enjoy the Continental celebra-
tion if you stay at the San Jacinto.

RATES
PER DAY
\$1 \$2 \$3
BILL TUBBS, R. Manager

GET GULFLUBE—
It's "Stripped for action!"

Poorly reborn motor oils, like
a swimmer with all his clothes
on, can't do an efficient job.
They carry too much excess
baggage—waste that should be
"stripped off" by refining.

Most 25¢ oils, like a swimmer
stripped of part of his clothes,
are rid of some waste—but not
enough for best performance. No
other oil gives you a quarter
over-bought. Gulflube gives
better lubrication, lower bills,
and a cleaner motor. Prove it—
at the Sign of the Orange Disk.

GULFLUBE MOTOR OIL, like
a swimmer stripped for action, is
rid of every bit of excess waste.
It's the only Multi-Grade 25¢
oil—the finest, purest oil a quarter
ever bought. Gulflube gives
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