

CARTER WALKER, Proprietor

CARTER WALKER, Proprietor			
FRESH		BEEF	
Pork Bones, lb	6 ^c	Round Steak lb	15 ^c
HAMBURGER OR		BEEF	
CHILI, lb	10 ^c	Loin Steak lb	15 ^c
BEEF		VEAL RUMP	
STEW, lb	10 ^c	ROAST lb	15 ^c
BEEF		PORK	
STEAK, lb	12 ^c	ROAST lb	17 ^c
PAN		PORK	
SAUSAGE lb	12 ^c	CHOPS lb	18 ^c

DEEP Rump Roast lb 12^c SALT BACON, lb 15^c	VEAL ROUND STEAK lb 20^c Boneless Barbecue, lb
--	---

Fresh Vegetables and Groceries

Another Windjammer Vanishes from Sea

One by one the windjammers, picturesque ships of other years, are passing from the shipping lanes of the "seven seas."

The latest casualty among the famous ships occurred recently when the four-masted bark, Herzogin Cecilie, gored by rocks and squatted by mountain seas, ran

Henry—Why did Lora break her engagement with young Bageby?
 Marian—Madn't you heard? He promised to send her roses for her birthday, one for each year of her life, and the fourth got the order mixed. He sent her three dozen instead of 22.

Miss Viola Hovee, an attractive and charming little lady in the city, is spending the week in the Sealy, a guest at the home of her sister, Mrs. Elmore Sealy.

Eight times she won the traditional Australian grain race around the Horn.

"The Herzogin Cecilie's sisters of the sail now number between 20 and 30, registered almost exclusively under the Finnish flag," says a bulletin from the Washington, D. C. headquarters of the National Geographic Society.

Gloria Wintermann have returned home from a three weeks' stay at Marin.

Mrs. Gene Green of Columbus is spending the week here, a guest of her sister, Mrs. James Ledy.

An obviously embarrassed young man applied to the license clerk for a marriage license. "I'm going to

Marjahn in the Aland Islands. Originally built for every nation of northern Europe and the United States, no square-rigger has been launched since the Archibald Russell slid down the ways in 1905. Rarely are more than 15 of them at sea at a time.

"Some of the present generation of windjammers differ sharply from the historic clippers of the whole world," he confided to the clerk.

As he hurried away clutching the precious piece of paper, the clerk turned to the next customer and remarked: "Gee, that girl changes her mind often. That's the 17th license I've issued for her this week."

♦ ♦ ♦

WINDJAHN-KAPITÄLE UND GASTEN

prebidding century's seagoing oarins and steel hulls, the modern wind-jammers make their bid for trade through carrying capacity rather than speed. Their unwieldy bulk condemns them to drifting instead of sailing much of their mileage. Tramps by trade, in spite of their regal appearance, they sail about in search of a contract, carrying lumber, paper pulp, guano, coal, and

"Capacity and cheapness were not the only reasons for the Herzogin Cecilie's fame. Her sails in a veering wind gave her a fascination for sailors—a feminine fascination coupled with the lure of the unpredictable ocean. She might lose men over the side in a storm more often than would a steamship, but she would never sink."

"Hence she was valuable for training cadets and was usually manned by crew in their middle teens. She was only beginning to try the same magic to build up a passenger clientele.

"Built in 1902 at Geestemunde, Germany, the Herzogin Cecilie was christened in honor of the Duchess of Saxe-Coburg and Gotha.

Lincoln
DELIVERED HIS
FAMOUS ADDRESS
AT GEESTMUNDE

upon their careers as a trainer and charmer of cadets for the North German Lloyd of Bremen. The windrunner was tall and slender. Her four pilot wheels were over six feet high. Youths stood on raised gratings to grasp them. Indeed, she was considered a big ship, 314 feet long and 46 feet broad, with quarters for 80 cadets, schoolmasters, and a doctor. In addition to of-

she gave an intimate knowledge of sail, weather, sea, fish and emergencies.

"But those were the adolescent prewar days of the Herzogin Cecilie." As part of Germany's incognito, where she was turned over to France, where she lay for months unnoticed in harbor. In 1921 she was bought for the Finnish fleet and



A Straight Line

“She and her cadets have rescued each other several times—once off Scotland when her ballast shifted, and twice when she ran aground. On one voyage only 19 lads took her around Cape Horn—a ship built for 120 men! It took four and a half months. But she held the second best record from

trips could frequently pass steamers. Now her like, alas! is becoming as rare a bird as the dodo."

Miss Elizabeth Westmoreland, who left last week for a visit to her sister, Mrs. H. D. Maxwell, in Seattle, Washington, was on the road on the road. From Los Angeles she motored to Seattle, and writes related that each night she is sleep-

ALAMO
Lumber Co.

ing under two chairs.

—

"Jimmy" Bartosh, insurance man from Weimar, recognized as one of the fanciest dancers in South Texas, was a business visitor here yesterday.

—

There is no Substitute for Quality

—