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The Taxpayers' Forum

The taxpayers' forum Tuesday night, the first meeting of the kind in several years, proved a revelation to the taxpayers of Brownsville.

The majority came to the meeting with the firm conviction there would be only thirty or forty of the old "wheelhorses" of the city present, and were agreeably surprised to find the federal court room filled to capacity with about 300 taxpayers intensely interested in the proceedings.

Heretofore it has been customary to delegate the general program of the city progress to a few of the most progressive citizens. A few years ago efforts to hold forums in connection with civic improvement programs proved unproductive of results. Progressive leaders sought to interest the taxpayers, to create a cohesive movement which would include all interests. However, the spirit of "let George do it," prevailed, and the heavy work fell upon the shoulders of a mere handful of the most progressive.

Brownsville has reached a crucial point, and it is not fair to those progressive citizens who heretofore have borne the brunt of the work to expect them to carry on without the moral support and full cooperation of every individual who is interested in Brownsville's development. Decisions of great importance to the future of the city must be handed down within the next year, and it is the duty of the taxpayers as a whole to formulate such decisions, not to impose the entire burden upon the few who have been largely responsible for Brownsville's progress in the past.

The forum left no doubt in the minds of the city commission as to the attitude of the taxpayers regarding the proposed municipal airport. The recommendations of the forum were that the airport bond issue be submitted at the earliest possible date, and that the election call include the site selected by the commission. Practically very phase of the airport project was discussed and before the forum adjourned the taxpayers had received a clear exposition of the benefits which would accrue, the cost, and also various technical features.

The city of Brownsville has other problems and propositions which should receive the same frank discussion as did the airport project. These are matters in which the taxpayers of the city are vitally interested. They will have considerable bearing upon the future development of the city, and the on way to thresh out these problems, to weigh the relative merits of various propositions, is through the public forum.

The chamber of commerce has announced the forum will be held monthly, and the auspicious start made Tuesday night indicates they will lack neither attendance nor interest. This is a healthy sign, an indication that the taxpayers of Brownsville are interested in their city that they desire to cooperate for future advancement and prosperity; and that they can cooperate where all details are threshed out and the horizon cleared of the rumors and misunderstandings which always arise when the public has not been fully informed itself.

The forum Tuesday night did more to create civic cooperation than any meeting ever held in Brownsville. It has laid the foundation for future growth and greater prosperity through unification of all elements and the inauguration of a cooperative effort to secure for Brownsville those things which are Brownsville's due.

Having inaugurated the forum as a civic institution Brownsville taxpayers should insist that the idea be carried on, and that through the medium of such meetings all problems of the city be met and solved as they may arise.

The Flivver Plane

Is Henry Ford destined to do for aviation what he did to popularize the motor vehicle?

Probably no event in the field of aeronautics, with the exception of Lindbergh's non-stop flights, attracted more general attention than the announcement Tuesday morning that a Ford "flivver" plane had started on a non-stop flight to Miami, Florida, a distance of 1400 miles.

Though forced down by ice on his plane and a heavy sleet storm encountered in Carolina, the pilot proved the practicability of the air "flivver." His flight of almost 800 miles was accomplished with the use of less than twenty gallons of gasoline, or approximately one gallon for each forty miles. Weather conditions were unfavorable from the start. However, the pilot pluckily maintained his course until the weight of ice accumulated on the plane forced his descent.

Those familiar with the development of the motor industry will remember that the Ford "flivver" first achieved national fame in a transcontinental trial, one of the first ever held. The record made by the Ford car under the most adverse road conditions was the foundation upon which the "flivver" industry was established, and a decade later there were countless thousands of the cars on the highways and byways of the nation.

It is not visionary to forecast that the Ford air "flivver" will occupy a position fully as important in the development of air traffic as the land "flivver" did in the development of motor traffic. Apparently the plane has all the characteristics of the old Model T—light weight, cheap power, and the ability to go where anything that flies can go. Quantity production, provided by such an organization as Ford is capable of assembling, will probably bring the cost of the plane to the minimum, serving to popularize air traffic as the cheap Fords popularized motor traffic.

Henry Ford has often been referred to as a "dreamer," but apparently he has the faculty of visioning the trends of transportation improvement to a greater degree than the average individual. Some two decades ago he visioned the future of the motor car industry, and it is not improbable that today he visiones the future of aviation and is preparing the foundation for an industry for which the possibilities are almost unlimited and which is only restricted by the cost, safety and durability of airplanes.

The coming of the "flivver" plane marks the beginning of a new era in air transport as did the arrival of the old Model T mark the beginning of a new era

In motor transport. Whether the popularization of the airplane will be as rapid as in the use of the motor car is, of course, conjectural. But it is very apparent that Ford has laid the foundation for such popularization and that he is destined to play a very important part in the future development of aviation.

Other Papers

GENERAL GOETHALS
 (Corpus Christi Caller)

It is characteristic of Americans to admire the man who does things; who finishes what he has begun. That is why the nation so loved and so honored Gen. George W. Goethals, the famous builder of the Panama canal. He succeeded where others had failed. He devoted to the gigantic task not only his unquestioned genius but a grim determination which hurled down barriers and trampled precedent.

The Panama canal is, perhaps, the outstanding monument to American engineering skill and American ingenuity. It is one of the world's marvels. General Goethals built it in spite of a certain hostility upon the part of his fellow-countrymen when the task was begun—hostility that changed to wonder and admiration when the task was finished. He overcame obstacles which had discouraged and defeated lesser men.

Much of the credit General Goethals gave to those who labored with him. There was, for instance, General Gorgas, who made it possible for men to live and work in a region which had been fatal to thousands who had gone there before. There were the able army engineers who made up General Goethals' staff—for his organization was almost wholly military. Yet it was the guiding genius of General Goethals himself which directed and organized the effort of his subordinates and brought success to the project.

Texas, incidentally, owes a special debt of gratitude to General Goethals. His work in connection with the Intracoastal Canal association was one of the chief contributing causes to the adoption of the project. He made a personal survey of the territory to be served by the canal, and his report based upon that survey was adopted in its entirety. We recall his visit to Corpus Christi—an occasion upon which he permitted himself to grow as enthusiastic as his training in the habits of conservatism would permit. He saw a vision of the future South Texas.

General Goethals, shortly before his death, came to South Texas a second time. He again became associated with the Intracoastal Canal association, this time to conduct an industrial survey of the canal route from Corpus Christi southward to Point Isabel and to Harlingen. That survey, unfortunately, was never completed, for failing health forced him to abandon his intention of making a personal study of the situation.

A suggestion that a monument to General Goethals be erected at the entrance of the Panama canal has been made. It is an admirable suggestion. But should it, for some reason, fail to be carried out there is already a monument which will continue to make the name of General Goethals live—the great canal which separates two continents physically, and draws them together in the sense of human relations.

General Goethals was one of America's great, not only of his day but of all time. As long as ships sail the seas, as long as men admire the courage and determination and genius, his name will never be forgotten, his service to his country never be minimized.

Politics is said to make strange bedfellows, and it also makes a lot of them, to judge by the extent to which the electorate is going to sleep.—Virginian-Pilot.

Dr. Raymond Pearl maintains that brilliant children generally spring from undistinguished parents. When listening to proud parents we ourselves have been struck by this.—Punch.

With a little more statesmanship on the part of our librarians, a plan might be worked out whereby Boston could trade all of its objectionable novels to Chicago for all its objectionable histories.—Detroit News.

There were 232 murders in eight months in Mayor Thompson's metropolis, including, we presume, that of the King's English.—Brooklyn Eagle.

Now it is suggested that the \$750,000,000 naval building program is for trading purposes at another disarmament conference. And if another trader shows up with a billion-dollar program, then what?—Detroit News.

The World and All

By Charles P. Driscoll

I DO NOT KNOW

I do not know what a clean-cut young man is. All my life I have heard about clean-cut young men, and I have lain awake night blaming myself for my stupidity because I have never known what was meant. Everybody else surely knows, or everybody else wouldn't be using the expression so often.

Just what makes a man clean-cut? And isn't there any chance for a clean-cut old man? Has anybody ever seen a clean-cut girl, old lady, baby or street car conductor?

What is the young man who isn't clean-cut, and how may I know him when I see him? Might one call him dirty-cut if he were quite the opposite to the clean-cut fellow?

My own idea is that a clean-cut young man is one who resembles the young man in the collar ads. Under twenty-three, well-dressed, freshly shaved, with regular features, and with a slightly go-getten personality. Am I right or wrong? And even if I am right, why call the poor fellow clean-cut?

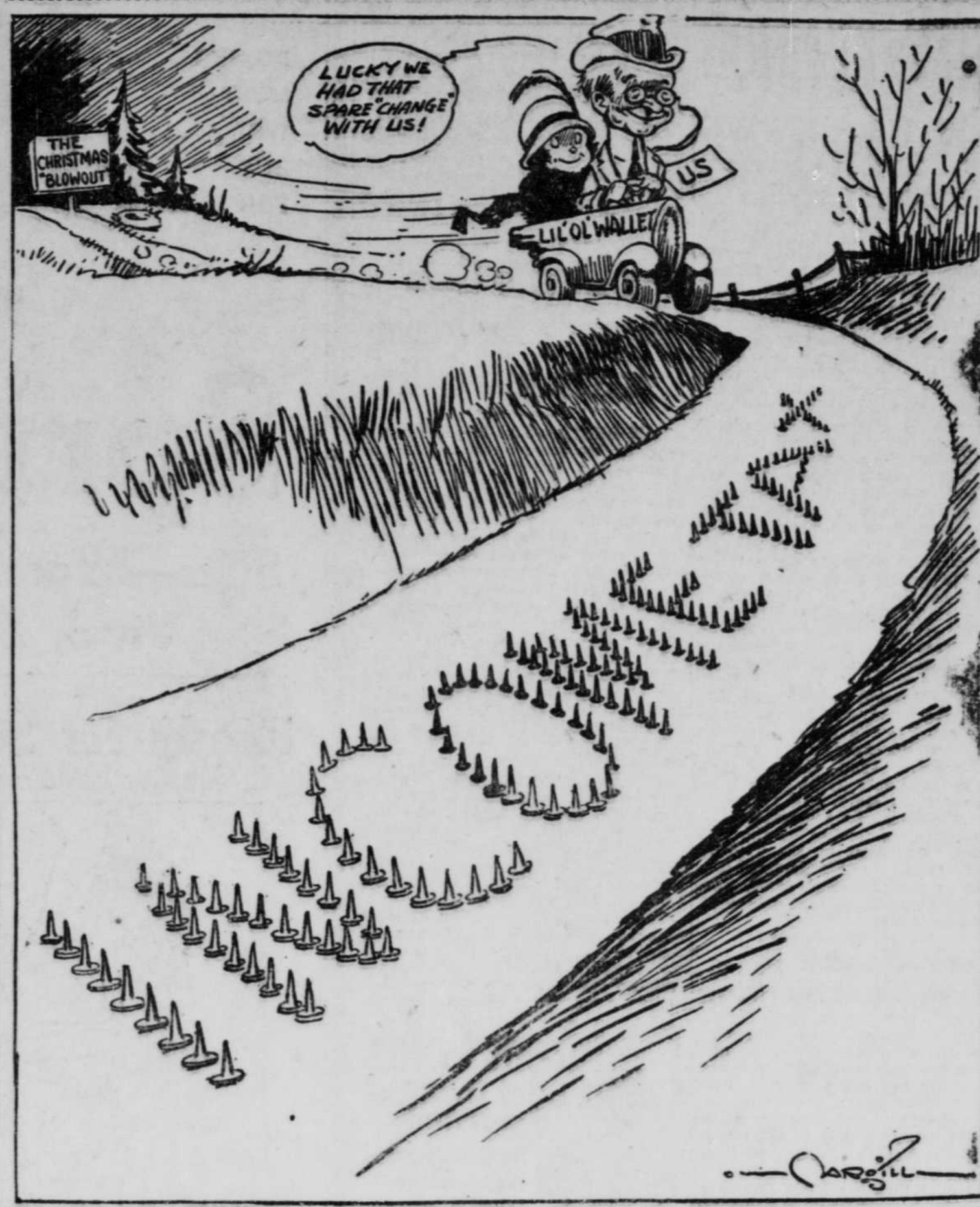
If I have defined the clean-cut young man correctly, then he is just one of many desirable and deserving young men. For many excellent fellows are past twenty-three, have irregular features, and are a trifle different. But undoubtedly I have envisaged the clean-cut young man incorrectly, for I do not know what he is.

I do not know how to play bridge, who invented the suspender, whether monkeys ever are born twins, how to drive a car, how to calm an excited woman at a fire, anything about the fourth dimension, why gold is the standard of money values, who killed Rasputin, why I continue to pay tribute to hat-snatchers at restaurants, who invented the idea that Mary Garden is a great singer, how the mother whale trains her babies to swim, how to tell when Easter comes without looking at the calendar, how table-tippers make the tables tip, or why astronomers so often fail to predict comets accurately.

I do not know whether Richmond P. Hobson ever remembers the days when he was being kissed by more women than ever kissed any other man. I do not know whether the women who kissed him now tell their daughters about how they fought madly for that kiss, and whether they now consider that it was worth while.

I do not know what to do for my cold, what to say to my children when they tell me there is no Santa Claus, how to make fire with dry sticks, why so many buildings have loose windows, how to put a ribbon on a type writer, how to thread a needle, why anybody wants anybody else to go to the South Pole, or what the train-caller is saying at any given moment of time.

MERRILY WE ROLL ALONG



Peters Adventures

GOODY! PLEASANT DREAMS! Peter half expected that Screech Owl would again at Crow's mention of his wife, just as he had done before. But this time not a sound came from the direction of the hollow in the tree. Peter stepped carefully along until he had reached the open doorway of Owl's house, then he bent down and peered in.



GO AS FAR AS YOU LIKE DECLARED CROW SILENTLY.

him a moment to get used to the darkness, but at last Peter discovered Owl huddled in a heap with his head tucked under his feathers. "Goody, Screech Owl," said Peter softly. "If you are asleep I do not want to disturb you, but if you are not I want to thank you for coming out and talking to me when you did not wish to. And may I come to see you again? What night would be most convenient?"

Not a word answered Screech Owl, although Peter repeated his questions twice. Finally the boy turned to speak to Crow and found that bird right at his heels trying to peer into the dusky interior of Owl's house.

"Now isn't that too bad?" asked the boy. "I did want Screech Owl to know how much I appreciated his being so nice to me. Why, he told me about Owl pellets and everything."

Next—As the Crow Files.

New York Letetr

THE DAY BOOK OR A NYR

NEW YORK, Jan. 26.—Ruth Nichols, the girl who flew from New York to Miami was a total loss as far as the papers were concerned. Interviewed at the Pennsylvania, after returning from her trip, she high-toned the reporters when they ventured on anything other than aviation.

"Outside of flying, what is your next favorite sport?" queried one of the assembled reporters.

"Please let's not be personal," quoth Miss Nichols, in haughty accents. A tabloid reporter timidly asked her if she were engaged to the man who flew with her. He was answered by a freezing stare. No, the tabloids are not fond of high-flying debs and sub-debs. They much prefer the hearty and colorful frankness of Daddy Browning.

And speaking of Daddy Browning, they tell of one night in a night club, when Harry Thaw and a bunch of the boys were discussing the former entry. The talk waxed hot about Daddy's varied and numberless eccentricities, until Thaw put in his own. "You know," he said, gesturing impressively, "I think that man is crazy!"

The Grand Central building, adjoining the depot, and modestly called "The Gateway to a Nation," is even now under construction. Covering two square blocks, bounded by Forty-fifth street about 12 feet above the pavement, and proceeds through the second and first floors of the new building. When it emerges on Park avenue and Forty-sixth street, it has descended to street level. On the south, it will cling and circle the depot, as does the roadway adjoining Vanderbilt avenue.

This is a sample of the ingenious engineering that goes on in Manhattan day in and day out. Nonchalantly, with no regard to precedent, and with amazing speed, such feats as these characterize the spirit of the city. It was in connection with this same Grand Central building that steel riders were dropped to their foundations last summer, even as trains from the station sandwiched the operations. A swing of a few inches, and one of the cars could have been crushed by the monster struts. Yet not a single accident resulted, and the work proceeded as calmly as if it were an every-day affair.

Dewey place, mentioned above, is more in theory than in fact. Occasionally, you will find small inlets and alleys which mark the former passages on the street. For instance, a sign on the canopy for the Commodore reads "Dewey place," but there is no street to be seen. If you cross in back of the postoffice on Forty-sixth street, you will find a driveway that runs almost up to Forty-second street and halts at the hotel intervenes. This is used exclusively by mail and baggage trucks. Again, between Forty-fifth and Forty-sixth, Dewey runs clear through, but it also is open only to mail carriers.

On Forty-seventh street, Dewey is marked by a small alley that runs halfway through the block. This makes a convenient parking place, nothing more.

PUZZLED

And there is the famous story of the man who revisited the marriage registrar with a gratuity but a grumble. "Hey, mister, what sort of a license was that you sold me last week?" he demanded. "A marriage license, of course," said the registrar. "What do you think it was?" "Dunno," said the recent bridegroom, doubtfully, "but it's a bin a dog's life ever since."

BABY IN RUBBISH BOX CHICAGO.—A deserted baby was found in the rubbish box outside Mrs. Joseph V. Kaine's back door.

Grab Bag



Who am I? With what institution am I identified? Where is it located?

On this date Michigan was admitted to the Union in 1837. Who is the present governor of Michigan?

Fort Ticonderoga was captured during the Revolutionary war by the Green Mountain boys. Who was their leader?

An American was England's first woman M. P. Who is she?

A very famous Venetian bridge connects the palace of the Doges with the city prisons. What is it called?

"And he said unto them, Render therefore unto Caesar the things which he Caesar's, and unto God the things which be God's." Where are these words found in the Bible?

IT'S ALL RIGHT, MOM! I TOOK MY BOOTS OFF BEFORE I CAME IN—!



JIMMY JAMS

Today's Horoscope
 Persons born on this day are contentions and shrewd.

Answers to Foregoing Questions
 1. Jane Addams; Hull House; Chicago.
 2. Fred W. Green.
 3. Ethan Allen.
 4. Viscountess Astor.
 5. Bridge of Sighs.
 6. St. Luke xx, 25.

Dinner Stories

GOOD REASON

He: So you've been to Egypt; did you see the pyramids?
 She: Well, I should say I did; I climbed to the top of one and drove a golf ball off.

"You don't say! How far did it go?"
 "Why, I don't know."
 "How fast did it go?"
 "Why, how should I know?"

"Oh, I see; you wanted to find out how long it would take to reach the ground."

"Certainly not—don't be silly." "But why did you do it, then?" "What! Didn't you see a picture of me doing it in last Sunday's paper?"

Today's Radio Programs

FEATURES ON THE AIR

Thursday, Jan. 26
 7:00—Dodge Presentation: Vocal and Orchestra—WEAF WEEI WTIC WJAR WTAG WCHS WFI WRC WGY WCAE WCAW WCAZ WCAU WCAV WCAT WCAW WCAZ WCAU WCAV WCAT WCAW WCAZ WCAU WCAV WCAT
 7:30—Hoover Sentinels: Popular Songs—WEAF WEEI WTIC WJAR WTAG WCHS WFI WRC WGY WCAE WCAW WCAZ WCAU WCAV WCAT WCAW WCAZ WCAU WCAV WCAT
 8:00—Cicquet Eskimos: Musical Serenade—WEAF WEEI WTIC WJAR WTAG WCHS WFI WRC WGY WCAE WCAW WCAZ WCAU WCAV WCAT WCAW WCAZ WCAU WCAV WCAT
 8:30—Maxwell Hour: Native Dances—WJZ WBZ WBAL WHAM WKDA WLW WJH WHIM KSD WOC WHO WOV WDAF KVOO WHAS WSM WMC WBT WJAX WTJH WJAL WJBC WJBP WHAM WJW
 9:00—Chicago Opera: "Aida"—WJZ WBZ WBAL WHAM WKDA WLW WJH WHIM KSD WOC WHO WOV WDAF KVOO WHAS WSM WMC WBT WJAX WTJH WJAL WJBC WJBP WHAM WJW

THURSDAY, JAN. 26

[By The Associated Press]

Programs in Central Standard time.
 All times P. M. unless otherwise indicated. Wave lengths on left of call letters, kilocycles on right.

272.6—WPG Atlantic City—1100
 7:30—Playground Revellers
 8:00—Concert Orchestra
 8:30—Movie Broadcast
 9:30—Dance Music

285.5—WBAL Baltimore—1080
 6:30—Organ Rental
 8:00—Maxwell Hour
 9:00—Lullaby Hour

503.2—WEEI Boston—1110
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos
 8:30—Dance Music

461.3—WNAC Boston—950
 6:30—Hunters Orchestra
 8:00—Foot Pipers
 9:00—Dance Music

302.8—WGR Buffalo—890
 5:30—Stellar Orchestra
 7:00—Dodge Presentation
 8:00—Cicquet Eskimos
 9:00—Smith Brothers

545.1—WMAK Buffalo—550
 7:00—Concert Ensemble
 8:00—Caribbean Band
 10:00—Dance Music

835.4—WTIC Hartford—560
 6:30—Coward Comfort Hour
 8:00—Dodge Presentation
 9:00—Capitol Theater Presentation
 9:40—Stellar's Pennsylvania

422.5—WVOR Newark—710
 5:15—Piano Party
 6:00—Shelton Ensemble
 6:30—Byer's Orchestra
 8:00—Organ Recital
 10:00—Dance Music

401.5—WEAF New York—610
 5:00—Waldorf Astoria Orchestra
 6:00—Midweek Hymn Sing
 7:00—Coward Comfort Hour
 7:30—Dodge Presentation
 8:00—Cicquet Eskimos
 8:30—Smith Brothers
 9:00—Stellar's Pennsylvania
 10:30—Cass Hagan's Orchestra

454.3—WJZ New York—660
 5:00—Al Friedman's Orchestra
 6:00—U. S. Marine Band
 7:00—Lombardy Orchestra
 7:30—Retold Tales
 8:00—Maxwell Hour
 9:00—Baikite Hour
 10:00—Stellar's Pennsylvania

405.2—WFLW Philadelphia—740
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos
 8:30—Stellar's Pennsylvania
 9:00—Dance Music

315.6—KDKA Pittsburgh—250
 5:15—Little Symphony Orchestra
 7:00—Concert from WJZ
 8:00—Maxwell Hour
 9:00—Baikite Hour

453.6—WJAR Providence—620
 7:00—Dodge Presentation
 7:30—The Boy Friends
 8:00—Cicquet Eskimos
 8:30—Stellar's Pennsylvania
 9:00—Dance Music

277.6—WHAM Rochester—1020
 7:00—Torrill Tots
 7:30—Amplio Concert
 8:00—Maxwell Hour
 9:00—Baikite Hour

379.5—WGNY Schenectady—790
 5:30—Dinner Music
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

333.1—WBZ Springfield—900
 6:00—Irish Minstrels
 7:00—Dodge Presentation
 8:00—Maxwell Hour
 9:00—Baikite Hour

468.5—WRC Washington—640
 6:00—U. S. Marine Band
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

516.9—WTAG Worcester—580
 5:30—Dinner Music
 7:00—Dodge Presentation
 8:00—Cicquet Eskimos

SOUTHERN

266.9—WVNC Asheville—1010
 7:00—Studio Program
 8:00—Dodge Presentation
 9:15—Orchestra

478.5—WSB Atlanta—630
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

384.4—KTHS Hot Springs—750
 8:00—Italian Program
 8:30—Heart Songs
 9:00—Dance Music

340.7—WJAX Jacksonville—620
 7:00—Recital Program
 7:30—Studio Program
 8:00—Cicquet Eskimos

322.4—WHAS Louisville—930
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

516.9—WVNC Memphis—580
 7:00—Dodge Presentation
 8:00—Maxwell Hour

336.9—WSM Nashville—860
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos
 9:00—Jack Keele

468.5—WRC Washington—640
 6:00—U. S. Marine Band
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

516.9—WTAG Worcester—580
 5:30—Dinner Music
 7:00—Dodge Presentation
 8:00—Cicquet Eskimos

333.1—WBZ Springfield—900
 6:00—Irish Minstrels
 7:00—Dodge Presentation
 8:00—Maxwell Hour
 9:00—Baikite Hour

468.5—WRC Washington—640
 6:00—U. S. Marine Band
 7:00—Dodge Presentation
 7:30—Hoover Sentinels
 8:00—Cicquet Eskimos

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 5:30—Dinner Music
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 6:00—Irish Minstrels
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