AUSTIN, Tex., Dec. 10.—“Where can I get one of those fo’ gallon hats?”

Joseph A. Brady, New York Herald Tribune staff correspondent asked a native newspaper man.

“Have you tried Dalhart, Tex?”

“Dalhart? Why don’t they handle them here?”

“Aye, you might get one at a souvenir shop.”

Lead me to it. They won’t believe I’ve been to Texas if I don’t romp into the city room sputtering one of those high hails. And I want to get one of those trick whips that Doug Fairbanks used in his picture. My little boy’s last words were: ‘Dilly, Dilly, a cowboy whip, send me a cowboy whip.’”

Newspaper men from all points east have been camping in Austin for the past two weeks, padding the wires with all sorts of stories, news, feature, freaks and statistical reports all based upon the general theory that Miriam Amanda (“Ma”) Ferguson’s position as first woman governor of Texas was being menaced through impeachment threats by the governor’s policy in page one editorials and but these tactics did not seem to make the Fergusons easier for newspaper men to see.

When the eastern quartette, composed of Mitchell of the World, Brady of the Herald Tribune, Porter of the Times and Douglas of the Sun reached Austin they sailed forth to the capitol, announced themselves as New York correspondents and “would the governor see them?”

Word came back that the governor was sitting at the governor’s desk. Mr. Ferguson, who is also editor and publisher of the Ferguson Forum asked, “Yes,” Mr. Baumgardner replied.

“Oh, you might have something tomorrow,” Mr. Ferguson, Oklahoma。”

He did. He handed to the A. P. and all other services a three-column statement, defending the governor’s acts and criticizing the policy of the red-headed young attorney general, Dan Moody.

Circulation managers should be interested in one fact developed rather thoroughly to the satisfaction of the writer that they do not follow the news as played by the papers. All three of the New York papers, for instance, and the Baltimore Sun, carried page one display heads, two and three column stories and frequent editorials on the Ferguson story. Their stuff, in this particular case, was absolutely exclusive. But only one paper, the Times, could be purchased on local news-stands. Correspondence haunted offprints of the New York American which happened to be subscribing for the New York papers, in order to see the manner in which their stuff was being handled. These stories gave the New York papers a splendid opportunity to break, into Texas not only for Austin sales but in all other important towns with splendid news-stand representation.

New York newspaper men, forecasting the collapse of the impeachment movement against the woman governor, have returned to the east. But they probably will be back in a few days. The Travis county grand jury is scheduled to indict in the present state highway investigation, so rumor says, and these indictments may lead to a strengthening of a demand for an impeachment session.

PUBLISHERS BUILD RAILCAR

H. B. and J. R. Snyder of Gary Post-Tribune in Transportation Field

Newspaper men have been successful in various other lines of business but it remained for H. B. and J. R. Snyder, editor and publisher, respectively, of the Gary (Ind.) Post-Tribune, to enter the field of transportation in answer to the railroad demand for a power passenger car for use in branch line and short haul service.

This week they delivered the first Smalley railcar, a coach 60 feet long and carrying 57 passengers, to the Susquehanna and New York Railroad at Williamsport, Pa., taking car from shops at Dunmore, Pa., to Chicago for exhibit in the Union station and thence over Pennsylvania lines via Pittsburgh on express train schedule.

The railcar, equipped with twin 75 horsepower motors and the new Campbell transmission, averaged 51 miles per hour. On the grade east of Johnstown, Pa., the Smalley car made the 26 miles in 42 minutes.

The car costs but 35 cents per mile to operate compared with $1.20 per mile, the cost of operating small trains, it is said.

Railroad officials and engineering experts made the trip on the car.

The railcar was designed by J. S. Smalley of Dunmore, Pa., an ex-civil engineer. The car is headed by H. B. Snyder, president and treasurer, and J. R. Snyder, secretary, owners of the Gary Post-Tribune, J. U. Thompson, Chicago, vice-president, and C. H. Vandevoort, Moline, Ill., sales manager.