

## EASTERN WRITERS SEEK FOUR-GALLON HATS IN AUSTIN, TEXAS

**"Ma" Ferguson Impeachment Threat Draws Out-of-Town Corps—Favored With Exclusive Interview as Local Men Wait Outside**

By S. RAYMOND BROOKS

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?"

"Oh, 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 sporting one of those high lids. And I want to get one of those trick whips that Doug Fairbanks used in his picture. My little boy's last words were: 'Daddy, when you get to Texas, 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 legislature.

Among the correspondents present during the 10 or 20 days that the story was "hot" were John E. Mitchell, *New York World*; Russell N. Porter, *New York Times*; Joseph A. Brady, *New York Herald Tribune*; C. B. Douglas, *Baltimore Sun*; George W. McVey, *United Press*; M. F. Dacy, *International News Service*; Charles N. Wheeler, *Universal Service*; Ray Baumgardner, *Dallas, Texas manager for the Associated Press*; Gordon Shearer, *Newspaper Enterprise*

Association and the Scripps-Howard papers.

The Ferguson story threatened for a time to give the local Associated Press correspondents, C. B. Dickson and Lloyd Gregory some trouble. These men appeared for a time to be the innocent victims of a serious situation, all of which grew out of former Governor James E. Ferguson's refusal to talk for publication. The local A. P. men, in common with William Thornton, *Dallas News*, Eddie Newton, *San Antonio Express*, S. Raymond Brooks, *Austin American*, and Jack Fernandez, *Ft. Worth Star-Telegram*, had been persistent in their efforts to interview the governor or her spokesman, Jim Ferguson. But for a period of five weeks, neither the governor nor her husband would give the local men an audience. Texas papers were "romping" on 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 indisposed, but her husband, "Jim" would be glad to receive them.

So the boys from the metropolis entered the governor's office and there they were received by James E. Ferguson, sitting at the governor's desk. Mr. Ferguson quite patiently told his story, go-

ing back to the palmy days of 1914 and carrying the men through his impeachment trial and his wife's election.

The story went out. And local correspondents almost suffered a similar fate. It was several days before Austin writers could apprise their papers of the situation.

Finally, E. T. Cutter, central division superintendent of the Associated Press, dispatched his Texas manager, Ray Baumgardner to Austin and it is said that Mr. Baumgardner carried to James E. Ferguson a personal telegram from Mr. Cutter, inviting the Fergusons to tell their story through the Associated Press. Former Governor Ferguson thanked Mr. Baumgardner and asked him how many columns would the A. P., give him. Mr. Baumgardner told him three thousand words.

"That's about three columns, isn't it?" Mr. Ferguson, who is also editor and publisher of the *Ferguson Forum* asked.

"Yes," Mr. Baumgardner replied.

"Well, I may have something tomorrow."

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 their 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. Correspondents haunted offices of the *Austin 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 Davenport, Ia., 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 car was designed by J. S. Smalley of Muscatine, Ia. The company building 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. VanderVoort, Moline, Ill., sales manager.