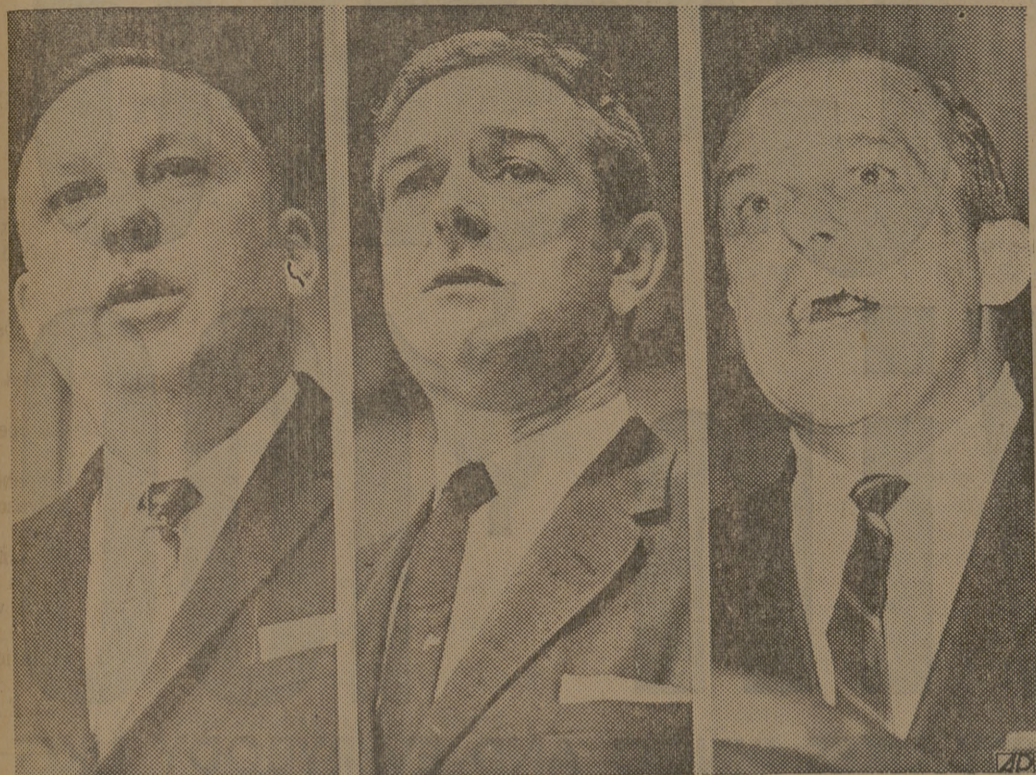


Election Showdown Comes To Climax Tuesday



STATE'S GOVERNOR CANDIDATES
... Carswell, left, Connally and Cox

The seemingly endless struggle between John Connally and Jack Cox comes to a climax next Tuesday when Texans go to the polls to elect the state's next governor.

Democrat Connally and Republican Cox have been campaigning since long before last spring's primaries in one of the state's first genuine two-party campaigns. They will be joined on the ballot by Houstonian Jack Carswell, the Constitution party candidate for the governor's chair.

Connally, 45, defeated five others in the Democratic primary, but edged run-off opponent Don Yarborough by only 26,000 votes. Cox was an easy winner over run-off opponent Roy Whittenberg and attracted 600,000 votes as a Democratic primary opponent of Gov. Price Daniel in 1961.

Carswell, a 39-year-old funeral home operator, did not participate in a primary. He is one of two Constitution party candidates on the general election ballot, being joined by comptroller candidate Joseph Rummier.

MOST OBSERVERS have agreed with the poll that a light voter turnout might swing the margin over to Cox.

GOP congressman-at-large candidate Desmond Barry is given the second best chance behind Cox of taking a win. Other Republicans expected to run close races are Pool, Hayes, and Fay.

A regional breakdown shows Connally's biggest support in East Texas, while Cox is expected to lead in West Texas. All other areas of the state, the upper Gulf Coast, South Texas, Central Texas and North Texas, are expected to give Connally a small edge.

The pivotal region may prove to be North Texas, where Cox is showing considerable strength. Dallas, Fort Worth and Wichita Falls may decide the election, with voter turnout looming a vital factor.

of Vice President Lyndon Johnson.

5. "Sounder economic government spending

Carswell, who has lost races for city councilman in Houston on two occasions, is advocating the following platform:

1. "Repeal of the sales tax, cutting off foreign oil imports and increasing domestic oil production.
2. "Repeal of the urban renewal act.
3. "Revision of the mental health code.
4. "Establishing a tax program based on unimproved land values and in relation to the population and area."

LIEUTENANT GOVERNOR nominee Smith is advocating a

boost in state tourism, new industry and less government costs and taxes. His GOP opponent Hayes advocates the formation of a little Hoover Commission to control the state economy. He also favors lowering the state sales tax.

Carr is running on only one plank—"strengthening legal framework wherever it is needed and vigorous enforcement of all state laws." His opponent Kennerly, who was nominated by write-in, is a life-long Republican with a long law career.

Sadler, White and Calvert are Democratic incumbents expecting little difficulty in reclaiming their positions.

One-Third Turnover Seen In State Legislative Races

Turnovers of about one-third of the membership are expected in both the Texas House and Senate after the Nov. 6 general election, with new leaders also

due for both state chambers.

Thirty-one Democrats and 15 Republicans are vying for Senate seats, with the Republicans given one or two chances of breaking the previous Democrat monopoly. In addition the new lieutenant governor will head the

Senate.

In the House 150 Democrats and 84 Republicans are contesting for 84 places. Rep. Bryan Tunnel of Tyler, who has no opposition for speaker or his legislative post, will be the new speaker.

At least ten new senators will be elected to replace those who have quit or been defeated in primaries. There are 31 total places open in the Senate.

Those senators who are certain not to return are:

Jep Fuller, Port Arthur; Wardlow Lane, Center; Ray Roberts, McKinney; Doyle Willis, Fort Worth; R. A. Weinert, Seguin; Hubert Hudson, Brownsville; Jarrod Seerest, Temple; Robert Baker, Houston; Crawford Martin, Hillsboro; and Preston Smith, Lubbock, the Democratic lieutenant governor nominee.

There are 13 Senate seats being contested, while 64 Democrat House nominees have no opposition in the general election.



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YMCA Candy Sale To Raise Funds For National Meet

A candy sale is being conducted by the YMCA as a fund-raising activity, Don Willis, president of the YMCA Cabinet, said Wednesday.

Funds will be used to send a delegation of some 20 students to the National YMCA-YWCA Student Assembly at the University of Illinois Dec. 27-Jan. 2.

"This assembly is held once in each student generation, and we hope to gain many benefits from it for the next student generation here," Willis said.

PUBLICATION	STUDENT RATE	
	SCHOOL TERM RATE	1 YEAR
Atlantic Monthly	3.50 (8 mo.)	8.50
Downbeat	3.50 (8 mo.)	5.00
Ebony	2.00 (8 mo.)	3.50
Esquire	2.00 (8 mo.)	6.00
Fortune		7.50
Holiday	1.80 (6 issues)	3.60
Life	2.00 (6 mo.)	2.98
Look		2.00
Negro Digest	2.40 (8 mo.)	4.00
New Yorker	3.00 (8 mo.)	
Newsweek	2.75 (34 wks.)	3.50
Reader's Digest		2.97
Reporter	2.50 (8 mo.)	4.50
Saturday Eve. Post	2.00 (25 issues)	3.00
Sports Illustrated	rates go up 1-1-63	4.00
Time	3.00 (8 mo.)	4.00

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We went to the mountain to make 1963 Ford-built cars go 30,000 to 100,000 miles between major chassis lubrications

Quite a task faced Ford Motor Company engineers when they set out to eliminate the traditional trip to the grease rack every 1,000 miles.

Like Mohammed, they went to the mountain—Bartlett Mountain on the Continental Divide in Colorado. More molybdenite is mined there than in the rest of the world combined. And from molybdenite ore comes the amazing "moly" grease that helps extend the chassis lubrication intervals for Ford-built cars. This grease sticks tenaciously to metal, stands up under extreme pressures and resists moisture, pounding and squeezing. It is slicker than skates on ice!

New, improved seals were developed. Bushings, bearings and washers of many materials were investigated. Slippery synthetics, like nylon and teflon, were used a number of new ways.

The search for means to extend chassis lubrication also led to New Orleans—where experimental suspension ball joints tested in taxicabs in regular service went two years without relubrication.

It took time. And ingenuity. But the effort paid off when Ford-built cars were the first to build in chassis lubrication good for 30,000 miles or two years—whichever came first.

Another assignment completed—another "Ford First" and another example of how Ford Motor Company provides engineering leadership for the American Road.

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