

Hitler Returns to Berlin as a Conqueror

Residents Receive Nazi Leader with Overtures—French-German Accord Seems Imminent.

By FREDERICK OECHSNER, UP Staff Correspondent
BERLIN, Oct. 1 (UP)—Fuehrer Adolf Hitler, gratified by Germany's peaceful acquisition of the Sudeten areas of Czechoslovakia, took steps today for greater peace at home and abroad.

At home, he was understood to have prepared to grant amnesty to many political prisoners held in concentration camps, including the Rev. Martin Niemöller, head of the Confessional Synod, who was the storm center of the conflict between the Nazis and the Protestant pastors.

Abroad, Hitler was expected to reach a friendship and anti-war agreement with France, similar to the German-British agreement made at Munich yesterday.

Negotiations for general limits of European armaments also probably will follow.

This disclosure was made today as Adolf Hitler returned to Berlin and a Nazi triumph.

It was asserted in most reliable quarters that a German-French declaration of friendship was actually in process of preparation and might be issued at any time.

Government quarters said that this declaration would be of the same character as that announced at Munich yesterday by Hitler and Prime Minister Neville Chamberlain—equivalent to a non-aggression pact, which they regarded as defining both agreements.

Further, it was learned that as the direct result of the British-French-German-Italian agreement on Sudetenland signed at Munich, and the supplementing German-British and German-French agreements, government circles expected that the question of limitation of armaments would be the subject of international negotiations soon.

It was asserted that limitation of armaments negotiations would be conducted most probably along the same "man to man" lines which led to the success at Munich, and that direct negotiations would be supplemented through normal diplomatic channels.

Well informed quarters suggested

and back in record time, circled noisily overhead.

The cheering crowd which packed the station plaza almost broke through SS bodyguard cordons as Hitler drove off in his open car.

As the car passed the new air ministry in the Wilhelmstrasse, seved officials and employees burst into a great cheer.

The real crowd, estimated to number more than 200,000, was jammed into the Wilhelm-Platz before Hitler's chancellery.

RECORD IS STANDARD

LINCOLN, Sept. 30 (UP)—Governor Cochran, back at his desk after attending the governors' conference at Oklahoma City issued the following statement concerning the governorship race:

"I am in the unique position of having two candidates in opposition to the policies which I have advanced with the cooperation of the legislature and the public generally. Fortunately, all three candidates have long public records. I believe one can best judge of what a person will do in public office in the future by what he has done in the past.

"During my administration many new laws of a humanitarian character have been passed which account for any increase in the cost of government. The financing of these measures has been based on a sound fiscal policy. These laws may be improved upon in the light of experience. I am certain that increased expenditures mean increased taxation. It is fundamental that you cannot spend more and collect less of the tax payers' money.

VISITS IN OLD HOME

From Saturday's Daily—Fred G. Dawson, who spent his boyhood and youth in this city where his parents were residents for many years, was in the city for a few hours today to visit with old friends and amid the once familiar scenes. Mr. Dawson is en route to his home at Detroit after being in attendance at the American Legion national convention at Los Angeles. Mr. Dawson is now engaged as an engineer for the city of Detroit and has had this position for a number of years. He enjoyed meeting many of the old friends although a large number are gone on or moved away.

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House Rebuilt Where Hoover Lived as Baby

Youngest Son Supervises the Restoration of Tiny Iowa Cottage—Preserve Its Antiquity

WEST BRANCH, Ia. (UP)—The small two-room cottage in which former President Herbert Hoover was born at West Branch 74 years ago is being remodeled under direction of his wife and youngest son, Allan.

Until this summer the cottage stood just as it was rebuilt after the Hoovers moved from it when Herbert was 5 years old. However, a two-story house had been constructed in front of it and the tiny cottage had been shifted to face in another direction.

Workmen put the cottage back on the original site and removed the other house. A caretaker's lodge is being built in the rear of the cottage. It will be ready for occupancy about the middle of October, when the entire restoration project is expected to be completed.

Both the exterior and interior of the cottage have been painted and the front yard is being landscaped. New windows have been set and a work-shed, which sometimes served as extra sleeping quarters, is being rebuilt.

Wherever new materials were needed, the workmen used barn boards and battens similar to those used in the original construction. Strips of cloth were used to seal cracks and the same old-fashioned lathes were installed on the cottage's 12 windows.

Mrs. Hoover, who also is a native Iowan, having been born in Waterloo, and the former president have visited several times in recent years, the last time in 1937.

A statute, given by the children of Belgium in appreciation of Mr. Hoover's aid to them during the World War, will be erected in front of the cottage when the restoration is completed.

BEAUTY AND '3 R's' CLASH

ANTIOCH, Cal. (UP)—A project to establish beauty and cosmetology courses in the high school curriculum has been abandoned because citizens and taxpayers held it was too far a stretch from the original "three R" conception of what ought to be taught in public schools.

Phone news items to No. 6.

Coal Mine in Nebraska was Long Hoped For

Honey Creek, Near Peru Produced the Nearest to Successful Mine in State Record.

Prior to 1906, Nebraska was known as the "State without a mine," say research workers on the Federal Writers' Project, WPA.

Various attempts had been made to locate coal in the state. In territorial days coal had been discovered in some of the southeastern counties, but never in sufficient quantities to make mining profitable. The state legislature had passed a bill giving a bonus to the first discoverer of coal in paying quantities. Several reports of coal had been made, but the quantity and quality were not sufficient to prove coal mining to be a paying venture.

Probably the best coal mine ever located in Nebraska was at Honey Creek, two miles south and two miles east of Peru in Nemaha county. For many years the outcropping of coal on the banks of Honey Creek had been seen by residents of the vicinity, but no attempts had been made to develop the industry. In 1906, while working on a road up Honey Creek hill, workmen noticed that the coal seam thickened as it went farther into the hill. The workmen reported this to the lessees of the land. Believing they had made a real discovery, the lessees immediately began developing the mine.

The topography of Honey Creek hill was that of a ridge 140 feet high and 2,071 feet long, tapering towards the north. On the north-west side of the hill Honey Creek flowed past the entrance of the mine. On the east the tracks of the B. & M. R.R. ran along the foot of the hill and about one hundred yards east was the Missouri river, into which Honey Creek flowed.

Two shafts entered the mine on the northwest side of the hill. The average thickness of the coal was thirty-three inches. With this as a basic figure, engineers estimated there were about 218,418 square yards in Honey Creek hill at the coal level. If the coal continued at an average thickness of thirty-three inches, coal amounting to approximately 218,000 tons would be obtained from the mine.

The coal was removed by hand, with the aid of picks and levers, and transported from the mine by means of push cars, which ran on light

rail tracks to the dump where the coal was piled or loaded on wagons to be delivered.

The Honey Creek mine produced a fair grade of bituminous coal, but of poor coking quality. It was hard and compact when first mined but soon slacked and crumbled to small pieces when exposed to the air. It was a poor coal for shipping or storing and was best adapted to immediate steam or domestic consumption. The coal burned well, giving a good amount of heat and leaving a soft red ash.

While in operation the Honey Creek mine furnished most of the coal for the town of Peru, and also for the State Normal school. Some was shipped to nearby towns. The market value of the coal was \$3.50 per ton at the mine.

About six miners were employed. Work continued for about twelve years, at which time the vein began to thin, making further working of the mine unprofitable.

ANNOUNCE "KICK-OFF" SCOUT BUSINESS MEETING

From Saturday's Daily—Scout committee chairmen of the Arbor Lodge district were notified in a special bulletin sent out yesterday that the "kick-off" business meeting of the district will be held at Nebraska City Tuesday night.

The bulletin reads: "Mr. Chairman—Notify your entire committee and have at least a carload present. Mr. Scoutmaster—Grab a ride with the Committee gang. There are lots of fine summer programs to be reviewed including the Camporee at Plattsmouth. Site for the November Court of Honor is to be selected and plans for the annual district meeting are to be discussed. New second and first class advancement cards will be available."

Troop Committee Treasurer Fred Lugsch will drive a load of Scouters down for the meeting. By that time it is hoped response to the 150 club drive will be sufficient to permit the payment of all of Plattsmouth's 1938 area dues. \$60 of the \$90 was sent last week. Dollars have been coming in very slow and those having contact lists are urged to complete their collections and turn proceeds over to E. H. Wescott or Mr. Lugsch as quickly as possible.

Plattsmouth is the only town in Arbor Lodge district that has not paid its 1938 area dues in full.

Want ads are read and almost invariably get results.

Subscribe for the Journal.

British Naval Leader Protests Foreign Policy

Says Distrusts Foreign Policy That Present Government Pursuing and Expects to Follow.

LONDON, Oct. 1 (UP)—Alfred Duff Cooper resigned today as first lord of the admiralty, in protest against Britain's foreign policy in general.

The resignation came as a jarring note in the midst of unprecedented national rejoicing over the narrow escape from war provided by the Munich agreement.

In a letter to Prime Minister Neville Chamberlain Duff Cooper wrote: "It is extremely painful to me at the moment of your great triumph to be obliged to strike a discordant note for reasons with which you are acquainted and which I propose to explain in the House of Commons in due course. I profoundly distrust the foreign policy which the present government is pursuing and seems likely to continue to pursue.

"Feeling as I do, I consider that honor and loyalty demand I should offer my resignation. I do so with profound regret because I have been so proud to hold my present office, one I envied beyond all others in the state and have been so grateful to you for having placed such confidence in me and having shown me such invaluable kindness and patience."

Chamberlain replied: "I have received your letter in which you tender your resignation from the government with great personal regret, but knowing you are sincerely convinced that the foreign policy of the present government is mistaken I agree with you in thinking that it would not be proper for you to remain a member of the government."

"Before submitting your resignation for approval of his Majesty the King, I should like to thank you for your work in the great office you are now giving up and express the conviction that differences over public policy will make no breach in our personal relations."

The resignation stirred political and financial circles deeply because of its implications.

Cass county has no bonded indebtedness, as, like the state, we have paid cash for our hard surfaced roads and other improvements as we went.

National Laboratory of Traffic Safety Proposed



Many State and Highway Officials Endorse Project To Modernize Baltimore-Washington Boulevard As Safety Model for Nation

Lighting for Safe Night Driving Stressed

WASHINGTON—The modernization of the Baltimore-Washington Highway as a National Laboratory of Traffic Safety has been recommended in a resolution recently adopted by the Department of Maryland and endorsed by the Department of the District of Columbia of the American Legion.

Positive Action Necessary
Commenting on the project, which has already received commendation and endorsement by two governors, several senators and congressmen, and many state and highway officials, Bruce T. Bair, retiring Commander of the Maryland Legion, stressed the necessity for positive, national action regarding the traffic accident problem and pointed out the increasing toll of traffic deaths. In 1937, over 39,700 people were killed in automobile accidents and 23,800 of those met death in accidents after dark. He said, "If our



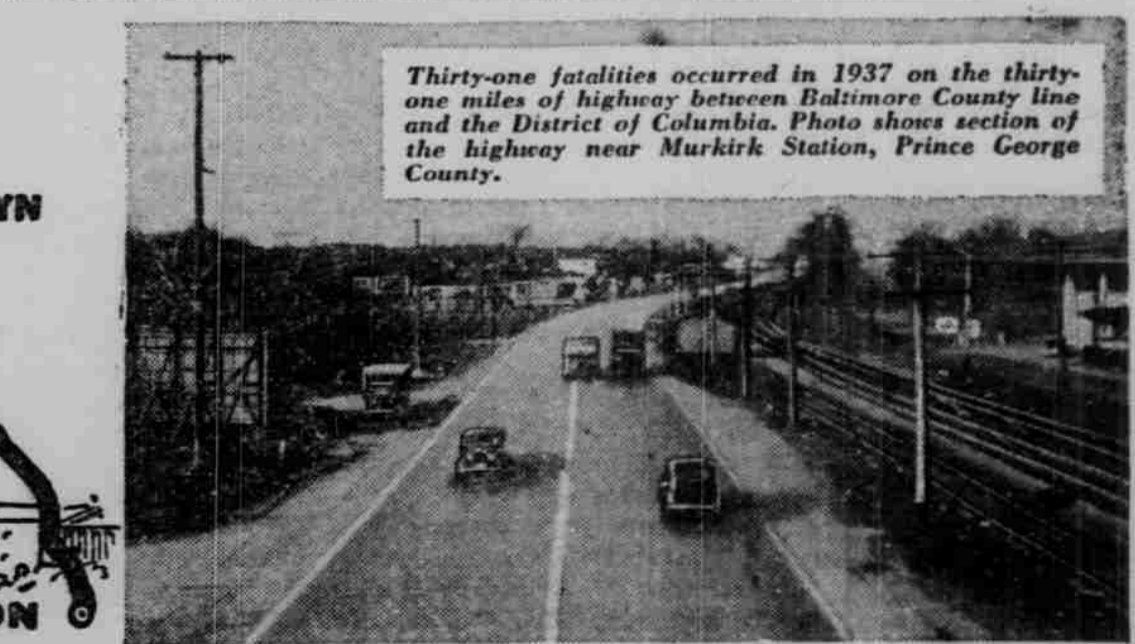
recommendations are carried out, the Baltimore-Washington Highway will be modernized to incorporate the most modern methods in road design and construction, traffic planning and control, and personnel for adequate and thorough enforcement. The highway will serve as an admirable laboratory for studying all traffic and safety factors, including modern highway lighting and its effectiveness in reducing night fatalities."

Lighting Urged
Because 26 of the 31 traffic fatalities on the Baltimore-Washington Boulevard in 1937 occurred during the hours of dusk or darkness, the installation of modern lighting along its entire course has been strongly recommended. Other states, particularly New Jersey and New York, it was said, have proven the practicality of cutting the night fatality rate through the provision of adequate

illumination on major, heavily travelled highways.

Governor Nice of Maryland, in a letter endorsing the project, called attention to the fact that traffic accidents cost the country around \$1,500,000,000 a year and said that, in his opinion, there could be no greater contribution to the safety movement, nor any measure more in line with real and sensible economy, than a model highway which would provide a basis of experience and fact in developing sound legislation and more uniform and efficient practice throughout the country.

Great Need Met
Accenting the great need that the development of a National Laboratory of Traffic Safety would fulfill, Lt. Thomas Mason, Jr., Past Com-



mander of the Department of the District of Columbia of the Legion, stated that there exists in the country today no one highway to which the public can turn, or upon which their attention can be focused, as representing the consensus of scientific opinion and the most advanced practice in providing maximum safety, comfort and convenience for present day motor travel.

Nation-wide Potentialities
Supporters of the project point out that the Baltimore-Washington Boulevard is about the one major highway in the country, carrying unusually heavy traffic, which, because it leads to and from the nation's capital, transcends purely local significance and the only one, therefore, which would attract the

attention and interest of the general public and highway officials, regardless of their particular town or state. It is believed that the real value of the proposal lies in the possibility of its expansion into a nation-wide movement. Quoting Commander Bair—"The idea is so fundamental that similar model highways should be developed in every state. Certainly no movement could more fully warrant the financial assistance of the Federal Government and there is no reason why state highway officials should not lay out laboratory stretches of highway and apply for federal aid to carry out necessary construction and improvements."

In many ways, the proposal of the Maryland Legion would be a national counterpart of New Jersey's "Accident Laboratory" with which

Conference will be keenly interested in the results promised in the Department of Maryland's resolution."

Highway Officials Approve
Among the many expressions of approval in the project from state highway and motor vehicle officials is the opinion of Murdock A. Campbell, Vermont's Motor Vehicle Commissioner, who said, "I think the project is worthy and much good can be done in the utilization of the Baltimore-Washington Highway as a national laboratory of traffic safety. We should all profit from a project of this nature."

The Legion has also received the hearty endorsement of its resolution from Senator Millard Tydings and Congressman Stephen W. Gambrill, both of Maryland.