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gan to him. There was money on hand and it only needed a well organized department of public works to proceed with the work of carrying out the state-wide program that had been adopted during McKelvie's term. During the first term of McMullen, 1283 miles of road were graded, 1601 graded and 32 paved. During his present term (the figures for only part of which are now available) 759 miles have been graded, 1191 miles graded and 10 miles paved.

Nebraska now has 4100 miles of state graded roads, 3500 miles of which are graded and 150 miles paved. The goal of the program has not yet been reached. 2100 miles of the originally adopted program are yet to be graded and other projects, important to the people they will serve, are waiting to be graded. The gasoline tax is yielding over three million dollars annually for road improvements and under the direction of a constructive governor giving encouragement and aid to a well organized department of highways the program of improvement will go on until every corner of Nebraska is served with all weather highways.

The road situation, gratifying as it is to the people who use the roads, has a ludicrous aspect, which would be funny if it were not for the fact that there are still people who swallow whole the statements of Charley Bryan. The records written on the books at the state house and in the minds of the people who have had opportunity to know all the facts, show that not only did Bryan oppose the gasoline tax, but during his term as governor, in order to make a showing of economy, he did not allow the department of public works to proceed with the speed it had been moving under McKelvie. He pursued a policy of inaction and parsimony that he might have a premise of fact to go before the people and show a saving he had made for the people. Bryan now claims a large share of the credit for the wonderful roads Nebraska enjoys. But had his policies been adopted by his predecessor, McKelvie, and followed by his successor, McMullen, Nebraskans would now be stuttering explanations to the world in a vain attempt to show why they only take to the roads when the skies are fair, the tires are new, and the results of recent rains have been removed by the gentle touch of nature.

SENATOR HOWELL'S SPEECH.

The first political speech of the campaign in this county was made before a fair sized audience at the K. C. hall in this city last Friday evening by Senator R. B. Howell. Senator Howell carries with him a portable radio broadcasting station with a radius of about forty miles and as a result of which not only could the people of this city, but the whole county sit in their homes and hear Senator Howell's speech. The broadcasting equipment weighs about 400 pounds and is carried in the rear seat of his automobile. Senator Howell opened his address by calling attention to the fact that ten years ago we emerged from the Great War burdened with a debt of \$24,500,000,000 and with ruinous deflation as our lot. Since that time we have cut taxes two billion dollars per annum and our debt reduced to \$18,000,000,000. (This reduction in the public debt coupled with refinancing at lower rates of interest is saving the public approximately \$1,000,000 per day in interest charges alone.)

This is an achievement of Republican administration. He stated that the democratic party has reversed its time-honored position on the tariff and it is now committed to a protective tariff.

Mr. Howell stated that the two paramount issues of the campaign are prohibition and farm relief. He called attention to Governor Smith's attitude on prohibition by referring to the fact that when he took his seat at Governor of New York, and notwithstanding his oath of office, he urged that all prohibitory enforcement laws on the statute books of the state of New York be repealed—and they were repealed. As a consequence enforcement in New York is wholly dependent on 300 federal police officers for the great state with 10,000,000 people. In New York City there are 17,000 policemen, uninterested in the enforcement of prohibition because of the repeal of the law. As a result saloons are openly dispensing liquor in New York City and he cited the testimony of a New York congressman to show that there are 23,000 speak-easies in New York City alone.

In his discussion of farm relief he referred to the fact that Mr. Hoover was born on an Iowa farm; his ancestors were farmers; most of his near relation are farmers; and he knows farmers' problems from inheritance as well as close association and study. He believes Mr. Hoover capable of solving the agricultural problem which he has agreed to do.

Senator Howell stated that Governor Smith had made it very plain that he was opposed to the equalization fee, and hence to the McNary-Haugen Bill, inasmuch as the equalization fee in the very heart of that measure.

To show that Governor Smith had nothing constructive to offer the farmer he quoted from a speech made by Governor Smith in January, 1927, in which he said:

"When the farmer stops sitting on the top of the world and begins thinking and keeping rules of economics, he will begin to help himself. I have suggested more new things in the last six years for the state than any other man, I fully believe, but I can't think of any other way of really helping the farmer. If they could bring me a good suggestion, I would be glad to adopt it. The fact is, they are the only ones who can save themselves."

Senator Howell was given very close attention throughout his speech by those present. He did not once refer to his own candidacy but confined his remarks largely to the national ticket. It is thought he left a very favorable impression with those who heard him.

gasoline tax to provide these needed funds. Governor Bryan in his inaugural message opposed the gasoline tax, declaring: "A sale tax is a tax on consumption and is another plan for transferring the taxes from the rich to the poor, and I strongly urge you to oppose a tax on gasoline or any other kind of a sales tax."

The Republican legislature did not heed Mr. Bryan's counsel. People having had a taste of good roads were urgently demanding them. The gasoline tax was passed and it proved a method of providing large sums for road improvement in a way that was fair to all—the taxpayers were relieved of the financial burden and the travelers on the roads paid the bills. Projects which had been let during the McKelvie administration were completed during Bryan's administration, but the policy of Bryan was entrenchment to make a showing of economy. So when the projects under way were finished the road program coasted. During Bryan's administration 467 miles of road were graded, 437 graded and 8 paved.

The road program swung into high with the retirement of the parsimonious statesman. Governor McMullen, his successor, was committed to a policy of road improvement. Immediately he was inaugurated things be-

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OUR SPLENDID BUYING CONNECTIONS—Owing to our splendid buying connections together with our large number of stores makes it possible for us to be in touch with the world's best markets and to obtain our merchandise at the lowest manufacturers cost.

OTHER COMMUNITIES INVITE US—A number of other communities have extended invitations to us to open stores and it is our purpose to continue our program of expansion right along for an indefinite period.

WE INVITE YOUR PATRONAGE OF OUR STORE WITH THE FULL ASSURANCE THAT YOU WILL FIND OUR MERCHANDISE AND PRICES SATISFACTORY TO YOU.

ROLLED OATS—Large Quaker, quick or regular package	24c	PEACHES—Y. C. Halves, No. 10 size, light syrup, per can	47c	SOAP—P. & G. White laundry soap, 6 bars	23c
RAISIN BRAN—Skinners, per package	13c	TOMATOES—Red Acorn brand, Medium can	9c	COFFEE—Our best Peaberry, fresh roasted and fresh ground, to your order, 3 pounds	\$1.00
PRUNES—Santa Claras, very sweet and meaty, large sizes, no freight, 25-lb. box	\$2.89	PEAS—North State, Medium tin, very sweet and tender, per can	10c	PRINCE ALBERT TOBACCO—2 tins	25c
PRUNES—Small size, small pits, Santa Claras, 50-lb. box	\$3.79	PANCAKE FLOUR—Tacco brand, 4-lb. sack	25c	VELVET TOBACCO—2 tins	25c
TOILET PAPER—Grada brand, 6 rolls	25c	MALT—Moore's Special Blend, as good as the best and at a lower price, large can	49½c	GRANGER ROUGH CUT Tobacco—16-oz. tins, each	79c
Uni Tissue, the equal of Northern Tissue, a very fine crepe tissue, 3 rolls	29c	ORANGES—Medium large, per dozen	60c	ITALIAN PRUNES—per crate	\$1.00
LEMONS—per dozen	45c	APPLES—per pound	3c	GRAHAM CRACKERS—2-lb. Caddy	35c
PEARS—per dozen	30c	ALL CAMPBELL'S SOUPS—each	10c	CAFE SODAS—2-lb. Caddy	35c
PEACHES—per dozen	30c	PEANUT BUTTER—quart jars	39c	WATCH DOG LYE—per can	9c
CELERY—per bunch	15c	HERSHEY'S COCOA—25c size	19c	WASHING SODA—2 1-2 lb. pkg., 3 for	25c
				JOHNSON'S WA—per pound	67c

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BAKING POWDER—1-lb. can Calumet brand	27c	COCOANUT—Hills Bros. Monogram, per pound	29c
TOILET SOAP—Creme Oil Brand, 4 bars	25c	ASSORTED COOKIES—Fresh from the ovens, 2-lb. glassine bag	43c
PEANUT BUTTER—Quart jar, First Prize	39c	GOLD DUST POWDER—Large package	27c
COCOA—Quart Jar,	23c	SOAP—Volvanic, Mechanics soap, Pumice, 3 bars	25c
QUAIL BRAND	23c	RAISINS—4-lb. Sack, Quality brand	35c
SYRUP—Golden Rule Brand, Amber, 10-lb. tin	53c		

MEEK AND VICINITY.

Walter Devall purchased a bicycle last week.
Arthur Devall left on Monday for a trip to Colorado.

William Hull is taking in the Rosebud Fair this week.
Alex Borg trucked cattle to O'Neill Tuesday for Elmer Hull.
Will Harvey returned last week from a trip to Minnesota.

Miss Alberta Spindler returned to her work at Norfolk Monday.
Arthur Rouse called at the Frank Griffith home Sunday afternoon.
Mrs. Mart Schalkopf, who has been (Continued on page 5.)

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WITH a motor that has ordinary compression and that is not heavily carbonized, you will find balanced Red Crown Gasoline hard to beat. It has volatility for quick starts in any weather. On pick-up, acceleration, power and mileage per gallon, it leaves nothing to be desired. For uniformity and economy, stick to Red Crown Gasoline.

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