

**THE FRONTIER**

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(Continued from page 1.)

**Present Road Program Popular**

New road legislation is coming. The House Committee on Roads has about finished holding hearings on the bill to make appropriations for the fiscal years 1940-1941. Since 1916, the Federal government has been giving money to states which match these funds for federal highways. The President, in an effort to balance the budget, has suggested that a curtailment in these expenditures start with the 1939 appropriation.

The House Committee on Roads has nothing to do with the 1939 authorizations. It's up to the Appropriation Committee and the congress to decide what is to be done with the 1939 funds. Most states have made the appropriations for 1938 and many have programs started for 1939. The committee's job is with the 1940-41 authorizations. Indications are that there may be a slight cut made in the new authorizations but in general the present road program seems popular with the committee.

**U.S. And Japan In Naval Race**

It hasn't been headlined much as yet—but the United States and Japan are about to become actively engaged in a naval expansion race.

The current naval program which has the Presidential approval, calls for major expansion of the navy over a period of several years. A large number of minor ships will be built, plus several capital ships—heavy men-of-war, mounting 16-inch guns, and costing scores of millions.

Two unconnected incidents seem to be responsible for the program to revitalize and enlarge the navy. First, the warlike attitude of Japan and her apparent disregard of the rights of non-belligerents—as illustrated by the sinking of the Panay—has brought the State department to the view that the United States must make it apparent to Nippon that we are prepared, if necessary, to meet force with greater force. Second, the business depression has made this a perfect time, in the view of New Deal officials, to inaugurate a naval building program. A battleship takes several years to complete, and costs from \$30,000,000 to \$60,000,000. It requires a tremendous amount of labor, skilled, semi-skilled and unskilled. It demands

the products of all the basic industries, from lumber to steel. Thus, a big scale naval expansion plan is of no small significance in the employment of labor, distributing money thruout the basic industries, and bolstering business in general, for a short period.

Theoretically, Great Britain and the United States have the world's greatest navies, with Japan running a poor second to these dominant powers. Actually, when it comes to modern naval tonnage—as against obsolete tonnage represented by ships which look all right in war games but would be next to useless in actual combat—Japan is practically as strong as we are, and some think she may be stronger. Between 1928 and 1933, American naval construction practically stopped. Those were the years in which Japan was developing her navy as rapidly as possible. Since 1922, Japan has built or started 217 warships with a gross weight of 717,000 tons, as against 136 ships grossing 560,000 tons for the U. S.

**THE NEBRASKA SCENE**

By the Lowell Service  
 Lincoln, Nebr.—Railway Commissioner Bollen declares that 1938 will be a banner year for Nebraska truckers. Owing to the passage of recent legislation and its application business has already improved in the industry.

"Five inspectors have been appointed," declared Mr. Bollen. "These inspectors have just finished a five-day education course. For a year they will be educators, teaching the truckmen. After that they will become policemen. First, they will educate.

"Cooperative associations will be formed in nearly every county. The members will be truckers who will assist in the enforcement of the law. Fully 99 per cent of the truckers wish to do the right thing. They will obey the law just as soon as they learn the new regulations.

"The airline basis for fixing trucking rates is proving highly successful. It is fundamentally sound. There are mistakes in it, of course, but these can be corrected and the entire structure equalized."

According to the airline tariff, railroad mileages are either stationary or in process of reduction. Highway mileages are dynamic and constantly increasing. Five Nebraska railroads operate 6,184 miles of road. Five separate corporations own the railroads; freight cannot always move over the short-rail distance from origin to destination. The Nebraska highway system is a single transportation route, open to the use of any motor vehicle operator thruout the state. Including federal, state, county and township roads there are approximately 99,000 miles of open road in the state.

The truck operator can load at factory or wholesale house and deliver at store door. Shippers can benefit from short routes, according to the railway commission. For instance, Ericson is nearly due south of O'Neill. Both are on the line of the Burlington railway. The railroad distance from O'Neill to Ericson is 407 miles. The highway distance via all weather roads is only 55 miles. So the railway commission has built up a tariff

schedule, based on airline distance. The truckers will be urged by the inspectors to maintain these schedules, to observe loading regulations and to maintain courteous and reliable service.

While the more radical advocates claim that the legislative council is a conservative device to delay action, Dr. R. V. Shumate, recently chosen director, is now busily engaged in research. He will tabulate for the next session of the unicameral.

First under consideration by Dr. Shumate is the survey of state tax-expenditure agencies. These are exceedingly complicated. There are agencies, claim critical taxpayers, that have no function except expending. The resolution of the legislature calls for a breakdown of maintenance, salaries, wages, expenses, and results or lack of results secured. Included also are the subjects of taxation, assessments, collection of taxes, and the distribution of the tax burden.

Old-age assistance is another theme for study; also homestead exemption. Concerning these subjects some information has been collected. A pamphlet has been written on old age assistance. The merit system is listed for study. A survey will be made to seek out obsolete statutes and secure their repeal. The last subject on the list is an investigation of the costs of local governments with a view to simplification and economy.

Nebraska employers contributed \$2,300,000 into the unemployment compensation division during 1937. During the last quarter \$350,000 came in. This all becomes part of the Nebraska unemployment trust fund, which draws 2½ per cent interest.

A. A. Misegadis of Talmadge, says that a statewide conference will be held at the Hotel Lincoln Feb. 22, to consider the organization of a new political party, to be called the "Constitution" party. He says that the party, which will be national in scope, will be founded for the purpose of preserving the fundamentals of the federal constitution; and that it is necessary "because of the decayed and decaying leadership of the old republican party which has surrendered body and soul to radicalism, headed by the radical college professor, Glenn Frank."

At the request of Arthur A. Weber, Rock county attorney, George W. Ayers, assistant attorney general, has ruled in regard to taxes when they are claimed by two school districts. The ruling declares that residence of the owner, and not the location of his personal property, should decide the matter. Weber had cited the case of a rancher who lived in one district,

but kept his cattle in another. Two school districts claimed the tax on the cattle.

At a recent meeting of the state planning board a start was made on making a building survey of all state institutions. Chairman A. C. Tilley appointed three committees of five board members each with chairmen as follows: Committee on buildings under the board of regents of the University of Nebraska, James G. Motherhead of Scottsbluff; Committee on normal school buildings, Gene Huse of Norfolk; Committee on penal and charitable institutions, Arthur Melville of Broken Bow; Policy and co-ordinating committee, A. C. Tilley, general board chairman to act as chairman of the committee, with James G. Motherhead, Gene Huse, and Arthur Melville, the chairmen of the three working committees, and Carl Swanson, chairman of the capitol zoning committee.

A three-mile graveled highway is to be built from Lorenzo, Nebr., to the Colorado state line where it will join the extension of Colorado highway No. 113, and work will begin on its construction just as soon as the weather permits. The announcement was made last week by State Engineer Tilley after a conference with a group of men from Sidney. The new link will settle the permanent routing of the Denver-Black Hills highway, and it will shorten the distance between Nebraska and Denver.

The "merit rating" system for writing automobile casualty insurance has been approved by Charles Smrha, state insurance director, though he says that he does not fully endorse the idea. It applies, he says, to a certain class, but cannot be classed as a rebate. The system has been proposed by the

national bureau of casualty underwriters, but it has been specifically applied for by the Travelers' Insurance company. Under the provisions of the system buyers of automobile casualty insurance who have not had an accident during the previous year may secure a premium reduction up to 15 per cent.

Dr. Addison E. Sheldon, superintendent of the State Historical society, regretfully reports that it looks as if the long-fostered plan to make the Daniel Freeman homestead near Beatrice—the first homestead in the United States—into a federal park that would be a national shrine, is not to be accomplished. It seems impossible to come to an agreement on the sale price of the land. The Freeman heirs are insisting on \$24,000, the entire amount of the federal appropriation which was secured with some difficulty thru the efforts of Senator Norris and Congressman Luckey, and have refused the offer made by the federal engineers of \$11,000. The appropriation was

intended to cover not only the purchase of the land, but also its transformation into a federal park.

One of the dramatic incidents of the trial of Lieutenant Governor Walter Jurgensen, accused of embezzlement, was the challenging of Charles J. Warner, speaker of the unicameral legislature, as a juror in the case. Mr. Warner, who last week filed for the republican nomination for governor, had been drawn on the jury panel. When he was called, Attorney Stout, for the defense, asked Warner if he would not become lieutenant governor in

the event that Jurgensen was convicted and thereby disqualified to hold the office. Warner admitted that he would succeed to the office if the incumbent should be disqualified. He added that perhaps he ought to stand aside. The judge sustained the challenge. Several years ago Jurgensen was a candidate in the republican primary against Warner for the nomination for state senator. Warner won out. In 1932 Mr. Jurgensen secured the nomination for lieutenant governor on the democratic ticket and has presided over three (Continued on page 5, column 6.)

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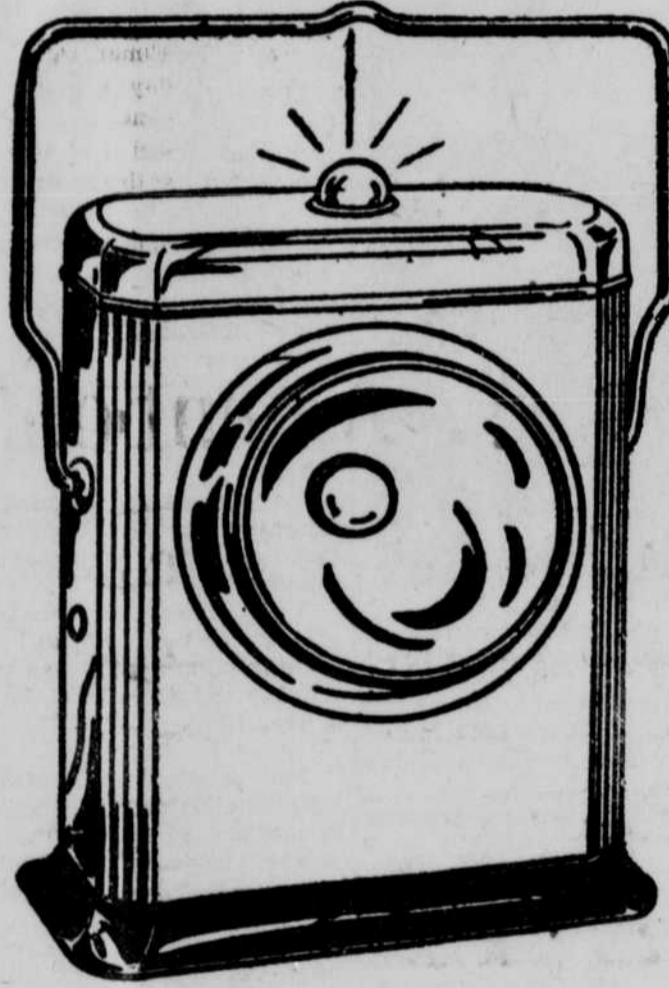
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**THE FRONTIER**

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