

# THE FRONTIER

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## THE NEBRASKA SCENE

By the Lowell Service

Lincoln—Using for a slogan the declaration of the federal act of 1934 that exacting a tax on motor fuel is unjust and unfair unless the money is used to build roads, highway users of the state are preparing to fight diversion. The organization to promote initiation of a constitutional amendment will consist chiefly of business men, truckers, farmers' unions, and similar groups who object to bearing the burden of special taxation.

In 1938, an act was passed by congress authorizing the payment of the full quota allowed each state if none of the funds were diverted from highway building. In this measure it was provided that the gasoline tax paid by each state in 1935, in case 90 per cent was used for actual road building, would entitle each state to its quota without dollar matching. In 1935, Nebraska paid a tax of 4 cents.

"This state," declared C. M. Sutherland, "could fix the tax at 4 cents and forbid diversion. More money would go for highway building than is at present being secured by the 6 cent tax. In other words, the general taxpayer would make a handsome profit by raising relief and old age assistant taxes from other sources."

The burden on the farmer and small-town business man would be lighter, he maintained.

As predicted exclusively in this column, an organized fight is planned on gasoline tax diversion. In the constitutional amendment, as proposed by the highway users, no specific figure or maximum limitation will be placed on the tax. It will be stated that the money is to be used to build roads, and the proposal will be modeled after existing federal law.

There will be no compensation for three assistant attorney generals for service rendered the state engineer, the department of agriculture, and the board of educational lands and funds until about November 1, and then only in the event of a favorable decision. Attorney General Walter R. Johnson secured an alternative writ to compel the state engineer to pay his assistants, C. S. Beck and Don Kelly, for the services rendered. State Engineer Tilley answered that the funds of the attorney general should be used and not the money of the highway department. The suit will come before the supreme court of September 18.

Decision in the foregoing cases will also determine the status of Attorney General Robert Nelson who is serving as legal adviser for

the board of educational lands and funds. This board has been in a political deadlock.

The appointment of John Havekost to succeed the late Dr. Bass as state treasurer will break the deadlock, it is believed. Much outcry has been heard about the actions of the board, and there is a demand for publicity concerning its sessions. This body makes the investments for the schools of the state; no reporters are present at the meetings. Frank Arnold of the Nebraska Taxpayers' organizations has never shown any interest in having the proceedings published. Bass was secretary of the board at the time of his death.

"Each case that comes before the board will have to stand on its own merits," declared State Treasurer Havekost, "I often disagree with my best friends on matters of policy."

State Administrator Dwight F. Felton stated that errors and omissions in the documents submitted to the board of control jeopardized the grant of \$185,000 for the improvement of state institutions. Another grant of \$110,000 is involved in mystery. Chairman Eubank of the state board of control went to Washington to protest against the alleged delay of the PWA authorities. There he was told that the fault was in his own organization. He wired home for the necessary documents and remained in Washington until they arrived.

"The board of control brought the documents here," said Mr. Felton, "but they were incomplete and had to be rejected. They were returned for correction. Then they were checked and approved as quickly as possible."

Action by Administrator Felton prevented delay in the payments of old age pension grants to Nebraska. These were continued by the federal social security board until the state officials could be brought into line.

The outbreak of war will be reflected in higher prices for the state's charitable, penal and correctional institutions. Grain, foodstuffs, and supplies of all kinds will be higher.

"It might be just a flurry, but I'm afraid it isn't," Chairman C. W. Eubank declared. "If the trend continues, the board will have to cut corners. Our biennial appropriation has been fixed and cannot be increased."

The problem of farm representation is now vexing the promoters of a move to abolish the unicameral. In Nebraska, the urban vote exceeds the rural vote by a small margin. Under the bicameral theory the cities had a powerful advantage in both houses because the towns had a formidable bloc from Omaha and Lincoln. In the senate the urban group could dominate committees. In the house, the anti-farmer interests could stampede the ruralites by sudden foreys and surprises.

Some farmers advocated a one-house legislature of one hundred members. However, it was argued that this number would merely double the representation from the cities and give the larger group more advantage on the floor and more immunity from publicity.

A one-house legislature of ninety-three members has been suggested several times. Under this plan Douglas county would have no more to say in the state's delib-

1939 OPEN SEASON, BAG AND POSSESSION LIMITS FOR GAME BIRDS AND ANIMALS						
The following open seasons, bag and possession limits and areas are fixed, prescribed and published, effective September 15, 1939, and shall remain in effect until September 15, 1940.						
SPECIE	OPEN SEASON	HOURS OPEN	AREAS OPEN	DAILY BAG	POSSESSION	REMARKS
Ducks All species except Wood-ducks	Oct. 22 to Dec. 5, Inc'l	7 A. M. to 4 P. M.	Entire State	10	20	Not more than (3) daily of Redheads, Canvasbacks, Buff-breasted, or Ruddy ducks, or six in possession.
Geese & Brants	Oct. 22 to Dec. 5, Inc'l	7 A. M. to 4 P. M.	Entire State	4	8	
Snipe (Wilson or Jack)	Oct. 22 to Dec. 5, Inc'l	7 A. M. to Sunset	Entire State	15	15	
Coots (Mudhens)	Oct. 22 to Dec. 5, Inc'l	7 A. M. to 4 P. M.	Entire State	25	25	
NO OPEN SEASON ON RAILS, Doves, SWANS, CRANES, CURLEW, PLOVER, PRAIRIE CHICKEN, GROUSE, QUAIL, CHUKAR PARTRIDGE, HUNGARIAN PARTRIDGE, AND WILD TURKEY.						
Pheasants	Oct. 22 to Oct. 31, Inc'l	7 A. M. to 4 P. M. (MST)	Entire State except Restocking Areas (See Note Below)	5	5	One hen permitted in bag.
ANIMALS						
Rabbits	Jan. 1 to Dec. 31, Inc'l	All Hours	Entire State	10	10	
Squirrels	Oct. 1 to Nov. 30, Inc'l	7 A. M. to 6 P. M.	Entire State	5	10	
Raccoon	Nov. 1 to Febr. 1	All Hours	Entire State	2	2	
Opussum	Nov. 1 to Febr. 1	All Hours	Entire State	3	3	
Deer and Antelope	NO OPEN SEASON					

Beginning January 1, 1940, all persons hunting Raccoons with dogs must purchase a "Raccoon Hunter's Permit."  
Pheasant Restocking Areas for 1939 Where No Hunting is permitted are as follows: Boone, Gage, Garfield, Greeley, Hall, Howard, Johnson, Kimball, Loup, Merrick, Nance, Pawnee, Stanton, Valley and Wheeler Counties.  
Where the entire state is open it does not include game farms, game preserves, sanctuaries or areas closed by any federal or state laws or city ordinances.

Platte River and North Platte River hunting is permissible only from 7 A. M. to noon each day of the open season. Exception—Scotts Bluff and Morrill Counties and the South Platte River—regular hunting hours. The North Platte River and for 10 rods on each side in Garden County and the Platte River and for 10 rods on each side beginning at west line of Dodge and Saunders Counties and extending to bridge on Highway 16 near Tutan—closed all hours.

erations than Arthur county. Here again there is a stalemate. The urban vote would oppose such a change at the election.

State Tax Commissioner W. H. Smith, in his most recent report, shows the cost of operating the Nebraska state government for the last biennium to have been \$59,687,094, a sum \$6,155,990 more than that of the 1935-1937 biennium. The difference is for the most part due, it is stated, to the development of the state assistance program. For July, 1939, the first month of the 1939-1941 biennium, the net outlay was \$2,306,445.

Equipment which Assistant Library Director at the University of Nebraska library believes will greatly facilitate research and which will bring rare and out-of-print books to that library, has been recently obtained. It is a "microfilm reader," a mechanical device which includes a camera and a projector which magnifies the photographed image upon a foot-square screen. Anything the eye can see, even in natural color, can be reproduced. It will cost only about a cent a page to obtain film copies of valuable manuscripts and books from other libraries. The camera is to be used to photograph all types of reading material and also for taking student identification pictures.

The railroads of the state which opposed the formation of the Loup River Public Power district are again in the fight to prevent a permit being issued to the Ak-Sar-Ben Power and Irrigation district for a dam across the Platte River in the vicinity of South Bend. The Burlington railway has a line along the lower Platte, the rails being located about ten feet above the

water level. The district, according to plans on file with the state engineer, intends to develop a recreation project, raise subsurface water levels and irrigate about 100,000 acres of land. The generation of power is a minor consideration. The on-river dam, according to the claims of the district engineers would provide about 100,000,000 kilowatts a year firm power which could be used by the hydros in stabilizing conditions in Eastern Nebraska. The railroads hope to defeat the movement and thus be able to haul coal into the state to generate an equivalent amount of power. Farm lands in the Platte valley, in Saunders, Douglas, Sarpy and Cass counties, now selling for \$45, would bring \$250 for truck gardening, it is claimed. A large number of permanent jobs would be created.

The outbreak of war in Europe played havoc with the plans of prominent leaders in national politics. As an example, the Burke-Cochran senatorial fight had assumed the aspect of an editorial duel between Editor James E. Lawrence of the Lincoln Star and the Burke phalanx, led by the Omaha World Herald. Senator Burke outlined a scholarly reply to his critics. He delivered the address in a most dramatic setting. He selected Hartington, the place where in 1934 he first enunciated the often quoted definition of the New Deal, as the place. Microphones appeared, the press associations were ably represented.

The war news usurped the center of the stage. Following the rules of old style political war fare, the World Herald started the Burke speech first page, column one. But the sinking of the Athenia completely overshadowed the senator-

ial effort. In the rush of war copy, other papers gave the Hartington speech a few niggardly paragraphs. Coalition senators and congressmen, as well as the administration backers temporarily withdraw to the solitude of the political forests. State candidates are stalling the address and cross currents caused by the conflict.

Charles J. Warner, who has filed for the republican nomination for governor, expects to dig in and await a seige from his opponents. He expects Dwight Griswold of Gordon and Dr. A. L. Miller of Kimball to be candidates for the place.

Frank Marsh, republican and former secretary of state, has announced that he will file for his old place as soon as his eighteen months of WPA service is at an end.

Democratic statesmen are studying the gubernatorial situation with considerable interest. It is expected that Dan Butler of Omaha may file. Another possibility is Edward Morehead of Falls City. Dr. E. M. Cramb of Lincoln has been frequently mentioned, as has Attorney Clinton J. Campbell of Lincoln.

The threat of barge lines on the Missouri River has sent the railroads scurrying into the railway commission to secure ten to twenty per cent intrastate rate reductions on grain in order to prevent truckers from gobbling the business. Intrastate reductions were secured by the railroads last January but grains were not included. The rails also asked that the January reductions and the new ones apply to limited joint line shipments.

Secretary Paul Halpine of the Nebr. Comml. Truckers' Assn. declared that a committee would protest the application and seek to bring "rail and truck commodity classifications and rates on a parity basis." Truckers are also planning testing and service station for grading grain, providing clearances and facilitating the shipment of grain by barges. One of the first testing stations, it is claimed, will be established four miles east of Eagle. Elevator operators in Eastern Nebraska say they will be put out of business under present conditions.

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