

Voters Reject a \$10,000 Bond Issue Favoring Atkinson & Northern Railroad

50 YEARS AGO
October, 1898

Agent Smith, of the Sioux City, O'Neill and Western railway, sold 109 excursion tickets last week. So it will be seen that a large number of O'Neill people helped our Sioux City neighbors celebrate the Feast of Mondamin.

N. D. Jackson, of Neligh, Republican candidate for attorney, will address the people of Atkinson on Monday evening on the political issues of the day. Mr. Jackson has lived in Antelope county for a number of years and has numerous friends in this county. He is sure to be greeted by a crowded house at Atkinson.

The voters of Atkinson township held a special election Saturday to vote upon the question of issuing \$10,000 worth of bonds to aid the construction of the Atkinson and Northern railroad. The vote stood 114 "for" the bonds and 69 "against."

As the proposition failed to receive the necessary majority the bonds were de-

feated. We have been unable to learn what the projectors of the contemplated road intend doing, now that the bond proposition is defeated, but the idea of building the road from Atkinson will probably be abandoned and a more desirable point sought.

A small-sized blizzard struck this section of the commonwealth Monday night and Tuesday morning. People could be seen running in all directions hunting the coal men. It is needless to say that they were all happy.

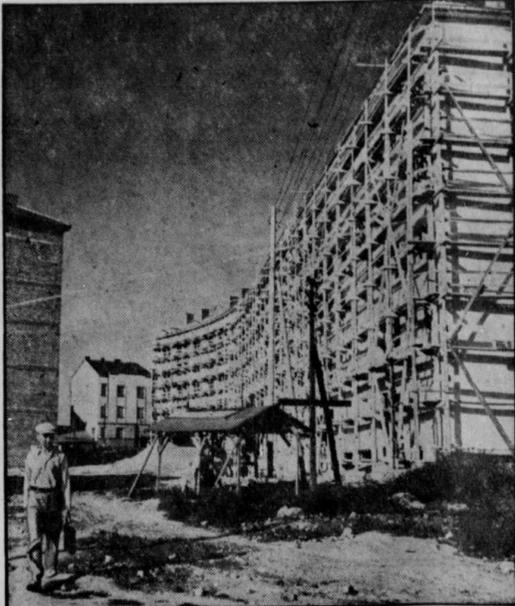
40 YEARS AGO
October, 1908

One of the worst prairie fires in the west end of the county devastated a large area south of Stuart Wednesday of last week. It destroyed about 1,000 tons of hay, burned the barn on the R. M. Johnson place; burned to death a fine team of horses, and destroyed a set of harness belonging to Murray McGrew, the team being hitched to the baler. The hay press belonging to Mr. Crowley was ruined. The fire started on the northeast corner of Mr. Crowley's farm, where Murray McGrew and his crew were baling hay for Mr. Crowley. A high wind was blowing from the southwest and the flames were rapidly driven to the northeast corner of the Crowley meadow, where the fire crossed the road and swept without hindrance through the almost countless number of haystacks between there and the section line east. Mr. Crowley lost but a few stacks of hay, but Mr. Wallinger, whose hay was in the direct path of the fire, lost very heavily. Jack McGrew, Dick Johnson, Frank Pettinger, John Steinhauser, Henry Kruger, and William Schorn were also heavy losers.

We understand that Frank Pettinger lost 19 large stacks of hay and was only able to save two stacks of his crop. It is estimated that the loss, direct and indirect, will be at least \$5,000.

Potato digging is occupying the attention of many farmers at present. An unusually large crop is reported this season. They are selling at 35 cents per bushel on the O'Neill market and several cars have been shipped out the past week.

20 YEARS AGO
October, 1928



YUGOSLAVS REBUILD HOMELAND . . . The accent in the land of Tito these days is on work. Yugoslav men, women and children share the arduous task of rebuilding and modernizing their war-torn homeland. These new workers' flats are being built to replace bombed-out apartments in Belgrade. They contain two- and three-rooms and will house from four to six persons.

Francis Bazelman and Frank Clements have opened a garage in the building north of the Bazelman lumber yard that will be known as the Ideal Garage. Mr. Clements is an excellent mechanic. He has been employed as shop foreman in the Meridian garage at Yankton, S. D., for the past year. Previous to that time he was employed in the Stein garage in this city for two years where he gave satisfaction. The boys have an announcement in this issue.

The American Legion has contracted with the famous Hugo Players, a stock company, to play at the K. C. hall, commencing Friday, October 26, and each Friday evening throughout the Fall and Winter. Change of show each week. Admission 50c and 25c. With each paid admission a lady free at opening performance. Vaudeville between acts.

John Miskimins returned home Sunday evening from the western part of the state where he was called by the death of his father, Robert M. Miskimins, who passed away following a two-days' illness, on October 9, at his home 45 miles southwest of Scottsbluff, where he has resided for many years. The deceased was 95 years old at the time of his death.

'Cleaning and Refreshing Furs' Is Discussed

PAGE—The Golden Rule Project club met recently at the home of Mrs. Verne Riege. The first half of the lesson on "Cleaning and Refreshing Old Furs" was given by Mrs. William Fink and Mrs. Lorenze Riege. Fourteen members attended. Lunch was served by the hostess.

Nebraska is a Great State

It's a good day's drive across the state of Nebraska—but, all the way, it's an outstanding state—a state of great people. One whose high level of civic consciousness has set the standard for a high level of business ethics.

In keeping with such a tradition, the Nebraska Division, United States Brewers Foundation, was formed more than 10 years ago—the first of 19 states now following this program—to maintain wholesome conditions in retail beer outlets.

The brewing industry's Self-Regulation program is designed not only to insure the sale of its product in keeping with public sentiment and with the high standards of the industry itself, but to protect beer's economic benefits to the public. During all these years the taxes paid by this industry have gone into the public treasury, reducing the state's taxes by millions of dollars.

NEBRASKA DIVISION
United States
Brewers
Foundation
710 First Nat'l Bank Bldg., Lincoln

REDBIRD NEWS

Mr. and Mrs. George Barta, Mr. and Mrs. Claude Pickering, William Hartland, Harry Truax, Elmer Leudtke and family, Tom Hiscocks and wife, Clifford Wells, Mr. and Mrs. Halsey Hull and John Hull were among the visitors here Saturday afternoon, October 9.

Mr. and Mrs. Hugh Glaze, of Lynch, were in Redbird Monday, October 11.

Fred Truax, sr., was here on business Monday, October 11. Gordon Barta called at Redbird Monday, October 11.

Peter Spencer was here on Monday, October 11. Michael Hull and Fred E. Truax, jr., from Boyd county, visited at Pete More's Monday, October 11.

Mr. and Mrs. Will Conard were in Redbird Tuesday, October 12.

Robert Jonas, of O'Neill, was a visitor here Tuesday, October 12. Mr. Jonas will carry the O'Neill-Redbird mail for a few days while Max Grenier takes a short vacation.

M. A. Miller and family were business callers at Redbird Tuesday, October 12.

Mrs. Leon Mellor was here Wednesday, October 13. Cecil Grenier, of O'Neill, was a visitor in Redbird Wednesday, October 13. Ray Wilson called at Red-

bird Wednesday, October 13. Miss Eva Truax was here Wednesday, October 13.

Miss Alyce Carstens was at Redbird Wednesday, October 13.

W. H. Hartland was in Redbird on business Wednesday, October 13.

Bill Wilson, from Boyd county, helped Ray Wilson with his farm work Wednesday, October 13.

Albert Carson autoed to the Thomas Graham school Thursday evening, October 14, for his mother, Mrs. Anna Carson.

William Hartland left for Niobrara Friday, October 15, for a several days' visit with relatives.

Mr. and Mrs. Berl Moody, of Boyd county, autoed to O'Neill Friday, October 15.

Clifford Wells was here Friday, October 15.

Committees for WSCS Bazaar Are Appointed

INMAN—The Woman's Society of Christian Service met at the church parlors on last Thursday, Mrs. Ralph Moore was in charge of the meeting, and Miss Elsie Krueger led the devotions. Committees were appointed for the annual bazaar.

Hostesses were Rose Kivett, Gertrude Youngs, Della Stevens and Louise South. Lunch was served.

Other Inman News

Mr. and Mrs. Sam Kelley and family, of Fairbury, spent the weekend here in the W. C. Kelley home.

Mr. and Mrs. Elmer Kruegar entertained a group of friends at a party at their country home Saturday evening. Pinchle furnished the entertainment. Mrs. Kruegar served lunch late in the evening.

Mr. and Mrs. John Kucera, of Lincoln, were Inman business callers last Thursday.

Mr. and Mrs. Myron Brinker and daughter, Ruth Jane, who have been living in the McMahan property in the east part of town, left Saturday for Cherokee, Ia., where they will make their home. Mr. Brinker will work for Firestone.

Mr. and Mrs. Penwell, of Madison, spent several days the past week with their daughter and son-in-law, Mr. and Mrs. Vaden Kivett. They returned to Madison on Sunday, accompanied by Mrs. Kivett and son, Keith, who will spend several days this week visiting at Madison.

Try Frontier Want Ads!



Sensational NEW 1949 PHILCO RADIO-PHONOGRAPH
Model 1600
134.50
GILLESPIE'S

The HISTORY of ELECTRICITY

Today, Consumer's state-wide interconnected system offers greater electrical advantages and more dependable service for hundreds of communities—large and small. Trained line crews are stationed at strategic points so that they can be at the scene of trouble in a matter of minutes to keep your electricity flowing.

THE PIONEER LINEMEN WERE THE REAL HEROES IN THE HISTORY OF ELECTRICAL TRANSMISSION. WHAT WE KNOW TODAY ABOUT THE POWER AND DANGER OF ELECTRICITY WAS LEARNED THE HARD WAY BY THESE LINEMEN AS THEY BATTLED THROUGH STORM AND DISASTER TO KEEP THE CURRENT FLOWING.

Easy Steering? Just try THIS tractor!



It's all right to wrestle with a man, but **not** a tractor. That's why you'll like the steering on the Ford Tractor . . . it doesn't try to knock you out.

You can sit comfortably and watch your work . . . and steer with a couple of fingers. In fact, on level land, you can plow a neat furrow with only a slight touch on the steering wheel. Here's the secret. The Ford

Tractor has **automotive type steering** . . . specially built for tractor use.

With a Ford Tractor, Dearborn Imple-

ments and our service, you're on top . . . When can we demonstrate on your farm?

Lohaus Farm Equipment Co.

O'Neill

Phone 16

Copyright 1948; Dearborn Motors Corporation

1 1/2 Billion Dollar Road Block!

Railroads must operate around the clock every day and night of the year.

Although they know this, leaders of 16 railroad unions are demanding a five-day, Monday through Friday, week for one million railroad employees.

They want 48 hours pay for 40 hours work—in itself a 20% wage increase.

They also demand a minimum of 12 hours pay for any work performed on Saturdays, and 16 hours pay for any work performed on Sundays and holidays.

On top of all this they want an additional increase of 25c an hour for every employee!

You'd Pay the Bill!

Summing up these demands, they mean that these union leaders seek to force the railroads to give one million employees an annual raise which would average \$1500 per employee!

The total cost of this would be no less than 1 1/2 billion dollars per year, which is more than twice the expected net income of the railroads this year.

You'd pay the bill, because if these increased costs are forced on the railroads,

they must have still further rate and fare increases.

Demands Unreasonable

These employees have had substantial raises during and since the war. Their average weekly earnings are higher than the average weekly earnings of workers in manufacturing industries. They have more job security than the average worker in American industry. They also enjoy paid vacations, a retirement system and other advantages more generous than the average worker receives.

In contrast with the demands of these 16 unions, which add up to the equivalent of 48c an hour, the Conductors and Trainmen recently settled their wage request for an increase of 16c an hour.

Railroads Run for Everybody—Not Employees Alone

The railroad industry must serve not one but many groups—producers, businessmen, shippers, passengers and the general public—night and day, every day of the year. These unions are proceeding in utter disregard of this important difference between railroads and other industries. Industrial plants can be shut down over weekends and holidays, but freight, mail, express and passengers must continue to move. *Everybody who enters railroad employment knows this.*

Strike Threat

On September 18, 1948, the leaders of these 16 unions began taking a strike vote. *But the threat of a strike will not alter the opposition of the railroads to such unreasonable demands!*



105 WEST ADAMS STREET • CHICAGO 3, ILLINOIS
We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.