

THE FRONTIER

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At the democratic national convention Al Smith received the cheers of the delegates, while Roosevelt gathered in the votes.

Falling off in the state gasoline tax during the past month is reported by the state treasurer. The collections for June were \$698,236.19, a decrease of \$95,304.43 compared with the collections for the month of May.

Arthur F. Mullen, formerly of this city, was one of the leaders at the democratic national convention last week, being floor manager for Governor Roosevelt. Should the democratic nominee be successful at the general election Arthur will be right next to the throne.

Governor Roosevelt of New York was nominated as the democratic standard bearer on the fourth ballot taken last Saturday morning. His nomination was made possible by the withdrawal of Garner and the throwing of his ninety votes from the states of California and Texas to Roosevelt. Then the Roosevelt men promptly paid that debt by nominating Garner for vice president. The delegates from Massachusetts, New Jersey, Connecticut, Rhode Island and a large part of the New York delegation remained with Al Smith to the last, casting their votes for him even when it was certain that Roosevelt would be the nominee on that ballot. The position that the democratic leaders in these states will take on the nominee at the general election is now worrying the democratic leaders.

The Spanish have started to reclaim sixty thousand acres of land in Africa. The project suggests the thought that the so-called Dark Continent is one place in the world where there is still thousands of square miles of unpopulated territory. Under the touch of science and engineering, the scepter may yet pass to Africa. The day may come when statesmen will wait for the deciding word from Cario, rather than from Paris, Berlin, London or Washington.

Considering that the ship of state is said to be sinking, there is an amazing number of both Democrats and Republicans who look forward to next November as affording an opportunity for them to man the pumps. Ordinarily, no one cares for the task of saving the ship that is headed for the bottom. There may be less water in the hold than pessimists have led us to think.

How can the world avoid the troubles that arise from things forgotten? Perhaps by entrusting to mothers more of the matters that ought to be remembered. Mothers seem to have pretty good memories. For more than a quarter century, a California woman has sent annually to Alaska, a wreath to be laid on the grave of her son in the frozen north.

A very good indication of the extent to which the country is watching its pennies just now is found in the instance of a public library which called off all fines for a week and received nine thousand over due books.

There have been twenty-four wars since the World Conflict. Men tire of their vocations, pleasures, places of abode, and even of life itself, but the popularity of a good old fashioned row now and then has remained unchanged since the curtain rose upon recorded history.

REVENUE—AND MORE REVENUE

This much can be said for the new revenue bill—it will probably balance the budget and remove the present danger to American credit.

This can be said against it—it takes us another long step toward a tax condition similar to that of England, Australia, Germany and other tax-distressed countries. The levies against gasoline, lubricating oil, tires, electricity, the check and bonds taxes, the theatre tax, etc., will work hardships on millions of our citizens. The income tax increases will doubtless cause a further flow of capital into

tax-free government bonds, thus taking money out of the channels of trade, and away from industries sorely in need of funds. To this extent, it will hamper employment and delay a return to normal conditions.

There is one lesson we should have learned—that undeviating watchfulness is the price of economical and efficient government. If we have to pay greatly increased taxes we have ourselves principally to blame—we gave officeholders all the rope they wanted, and they are slowly strangling us. The American has been indifferent to the operation of his government. He has been a poor stockholder. He is paying now.

The tax fight never ends. It is time we laid our plans for doing what we can, through the power of the ballot, to make tax reduction a reality in the future.

COOPERATIVE WORKS

"Can cooperative marketing of farm products be made to work successfully?" asked Alexander Legge, former Chairman of the Federal Farm Board, recently.

He answered his own question with an emphatic, Yes. Long before there was a Farm Board the California citrus fruit and walnut growers were achieving success through cooperation. Now thousands of cooperatives, large and small, with millions of members, have been established and are gradually working out their difficulties.

Cooperation is simply a matter of intelligent self-interest. That type of "independence" which prevents a farmer from joining with his fellows to better the common lot becomes, eventually, a synonym for bankruptcy. Many things have contributed to the present plight of the farmer—and one of the most important of these has been the refusal of a multitude of farmers to adopt modern methods of cooperative selling.

Every individual farmer is responsible for the rise or fall of the cooperative movement. Success or failure depends upon his loyalty to the cause—or his lack of loyalty. Time after time the cooperatives have demonstrated that they alone can save the farmer from ruin—and the future of agriculture lies in their hands.

BARGAIN COUNTER ROADS

Like many other commodities, roads are now on the bargain table. A fair quality road can be bought for as little as \$2,000 a mile. Prices range up to \$40,000 a mile for the magnificent super-highways designed to carry an excessive amount of traffic. For \$5,000 a mile a general utility road, of high quality, may be had.

These low cost roads are the answer to the farmer's social and transportation problems. They are suitable for all but the heaviest traffic and are as weatherproof, skidproof and generally useful as their more expensive brethren. According to an article in the New York Times, there is a crying need for 1,200,000 miles of such secondary roads—building them is a job equivalent in size and scope to the building of the Panama Canal.

The United States Bureau of Public Roads has published specifications for the ideal farm-to-market road designed to carry between 1,000 and 2,000 cars daily. The beginning is a properly graded and drained 20-foot road bed. A foundation of broken rock, slag or gravel, six inches deep is then laid. This is compacted by rolling and a three-inch layer of crushed stone is laid next. Traffic is allowed to hammer this for a time. It is then bituminously treated and smoothed. The final operation is to lay a top layer of stone chips, tied together by asphalt, which provides the skidproof, long wearing qualities required.

Money cannot buy a better secondary road than this—yet its cost varies, depending on the locality, from only \$3,000 to \$6,000 a mile. Such roads, by stimulating tourist travel, put farms and small and isolated towns on the map.

TRAILERS ON THE INCREASE

Increase in trailer traffic on highways of the United States was evidenced by the announcement of the National Bureau of Casualty and Surety Underwriters of important changes in rules and rates for insurance of trailers, semi-trailers and tractors.

Until now insurance for this form of transportation has been written under a rule which has been in existence for about ten years. During that decade, however, the business has grown to such proportions that now there are said to be 350,000 such units in operation throughout the country. Under the old rules there were two classes of commercial trailers—trailers and semi-trailers. The trailer insurance rate under the old rules was 25 per cent of the rate for the commercial car to which it was attached; the semi-trailer rate was 10 per cent of that of a commercial car of load capacity equivalent to that of the semi-trailer. With development of the business, the claim costs so increased that a substantial proportion of risks began to be considered undesirable.

The situation was given exhaustive consideration and the rules adopted whereby three classes of trailers are created, A, B and C. The rates for Class A trailers which are the type of those operated in early stages of development of this form of transportation, are to remain substantially the same as they were under old rule.

The trailers that fall in Class B and C represent the modern development in such transportation; that is, the so-called freight train of the road. Their overall length has vastly increased in the last five years and their load capacity likewise. These classes take graded rates higher than those for Class A, carrying according to the physical characteristics of the vehicle itself and therefore reflecting directly the actual road hazard.

The situation created by the use of the roads by these long trains has been the subject of legislation in something like 40 of the states. The National Conference on Street and Highway Safety in 1928 prescribed an overall length of 85 feet in its uniform vehicle code. However, while 19 per cent of the states today accept this limitation, others have cut down the length, owing to the increase in number of such trains, until in some cases there is a 40 foot limit overall.

TRUTH ABOUT FARM DEFLATION

The starting gun is about to be fired and both political parties are poised for the 1932 race.

Now comes the time when certain truths must be told. Here is true story No. 1.

The farmers, during the War and the year following the War, were prosperous. They were getting cost of production plus a reasonable profit for their products. The fall of 1919 and the spring of 1920 presented an almost ideal picture of prosperity, contentment and happiness for the American farmers. They not only had good crops but were selling them at top prices, and in turn were buying from the manufacturing centers their purchasing ration of 95 per cent of the industrial output and the exchange between producer and consumer was close to a perfect economic cycle.

Then what happened! The Democrats, who were then running the National Administration, ordered a severe restriction of credits. The Federal Reserve Board (Democratic appointees) carried out these orders and agriculture was chosen as the first victim of this destructive policy. Rediscount rates were doubled and tripled in the agricultural Federal Reserve districts and the orders were "make the farmers sell and settle."

A story told by a middle western small town banker will illustrate this point. He said, "For about two years prior to February 1920 I received weekly circular letters from my district Federal Reserve Bank urging me to increase my loans, insisting that I get more money in circulation. Under these direction I loaned every farmer and business man in my community all the money they wanted and sometimes more than they needed. The rediscount rate was only 3 per cent and the Federal Reserve took all the paper I sent in on that basis and they never questioned a single item."

"Early in 1920, out of a clear sky and without any advance notice, I received instructions from the district Federal Reserve authorities to decrease my loans. The paper they had been renewing for me was turned down. The rediscount rate was more than doubled and I was forced to call all my loans."

"The result of this action was disastrous and the community I served was thrown into bankruptcy from which it is only now beginning to recover."

The above is a plain tale of vicious financial banditry. When the Democrats sought to deflate the country they picked on the farmer because he was defenseless. He was not organized as other industries were organized so the Democrats marked agriculture for slaughter and opened an attack on the farmers from the front, rear and both flanks.

The result of this attack is too well known to go into the details, outside of citing the dreadful break in prices of farm commodities and its consequent fatalities.

For instance, on July 1, 1920 corn was selling at \$1.53 per bushel. By October it had dropped to 78 cents and five months later to 55 cents—a decrease of 98 cents per bushel. Wheat was \$2.80 per bushel in July 1920. By August it had dropped to \$2.47 and six months later to \$1.38—a decrease of \$1.42 a bushel. The July 1920 price for hogs was \$15.88 per hundred wt. Six months later the price had dropped to \$9.66 and within ten months to \$8.25. Good to choice steers fell from \$15.38 per hundred weight in July 1920 to \$9.67 in less than six months. All other farm commodity prices suffered in like proportion.

To carry out the complete deflation and attempted destruction of the American farmer every scheme and plan to make the demoralization complete was used. A general embargo developed on the shipment of grain

and livestock during the summer of 1920. Elevators in the surplus producing sections were closed, stock buyers refused to buy stock—both giving as their reason that they could not get freight cars.

Private investigations at that period showed that empty freight cars were concentrated in the railroad yards in points east of the Mississippi river in sufficient number to handle the entire crop but were not being distributed through the agricultural region as is the usual custom during the grain movement. This freight embargo continued until prices were forced down to the lowest levels in many years. When the embargo was raised the farmers were compelled to sell at what ever price the organized grain and livestock dealers saw fit to offer.

The complete demoralization of agriculture frightened the Democrats so that no further deflation was attempted in other lines of industry. The result of this action was that all manufactured articles remained at war time prices. Interest rates also remained at the high point, thus placing on the farmer an additional burden. He had to sell his products at Democratic deflated prices and buy the goods he needed at war time prices.

The American farmer is entitled to know these facts. He was deflated by the Democrats. He has constantly been exploited by the Democrats. They robbed him of his tariff. They have sought continually to place the American farmer in direct competition with the cheap lands and low priced agricultural products of other nations, by making the American market an international dumping ground.

EDUCATIONAL NOTES

All those desiring Free High School Privileges for the coming year should send in their applications at once.

The next State Teacher's Examinations will be held in O'Neill only on Saturday, July 16th.

Over the County

EMMET ITEMS

Little Roland Wills was quite ill one day last week.

Miss Thelma Dallegge returned home Friday, after a few weeks visit with her brother and family.

An ice cream social was held by the Methodist ladies for the benefit of the Old People's Home at Blair, Saturday.

Mrs. Esther Cole Harris and children spent the Fourth at the home of her mother, Mrs. Clara Cole, in Emmet.

Folks from Emmet went various places for the Fourth of July, some to O'Neill, some to Atkinson, some to Riverside and some attended the picnic at the Clark home south of Emmet.

The South Side Improvement Club will meet at the home of Mrs. W. F. Moyer July 14.

Mr. and Mrs. Claude Bates and family, Mr. and Mrs. Chas. Abart and family, Mr. and Mrs. W. F. Moyer and family, Mr. and Mrs. Arthur Barnes and family of O'Neill and Mr. and Mrs. Gene Luben and family were Sunday guests at the home of Mr. and Mrs. Wm. Luben, Jr., and family in honor of Mrs. Abarts, Mrs. Julia Luben's and Bobby Luben's birthdays. Ice cream and cake were served in the afternoon.

Mr. and Mrs. Alfred Hindmand and family left Sunday afternoon for Johnston, Ainsworth and Long Pine, for a weeks visit.

Mr. and Mrs. Vern Beckwith came home to spend the Fourth.

Mrs. W. P. Dailey had the misfortune of fracturing her leg.

A wedding dance was held by Mr. and Mrs. Wm. Mullen at their home north of Emmet last Friday evening.

Grandpa Luben was quite ill last Saturday.

Miss Blondina Welsh is assisting her aunt, Mrs. Dailey, with the house work this week.

Miss Esther Luben went to O'Neill Sunday for a short visit with her uncle and aunt, Mr. and Mrs. Arthur Barnes.

Mr. and Mrs. Ralph McCreath of Lincoln came up Saturday night to spend the Fourth in Atkinson. They also visited his sister, Mrs. Chas. Abart Sunday evening.

Miss Agnes Allen called on Mrs. Claude Bates Wednesday.

Mr. and Mrs. Halvorsen, of Akron, Iowa, stopped a short time here to visit their niece, Mrs. Chas. Abart.

The Missionary Society will meet at the home of Mrs. Chas. Abart July 7.

Mr. and Mrs. Bob Marsh and little son, Joe, of O'Neill, were callers at the home of her sister, Mrs. Dailey Monday afternoon.

MEEK AND VICINITY

A baby daughter was born to Mr. and Mrs. John Hyres Friday, June 24. All concerned are doing fine.

Donlad Mitchell, of O'Neill, is visiting with his sister, Mrs. George Weldon.

Mrs. Rudolph Johnson and sons called at the Mart Schelkopf home on Tuesday.

Arthur Rouse called at Frank Griffith's Wednesday evening.

Mrs. Carson came from Madison on Saturday for a visit with her daughter Mrs. Charles Linn.

There will be an ice cream social at the Harry Fox home Saturday evening. Everybody come. A good time is assured.

The Ladies' Aid was postponed until Thursday, July 14th.

Mrs. S. D. Jones, of San Antonio, Texas, arrived July Fourth for a short visit with home folks. Mrs. Jones will be remembered here as Jennie Griffith, daughter of Mr. and Mrs. Frank Griffith.

Quite a crowd picniced in Charlie Linn's grove July 4. A shower came up in the afternoon that made people scramble for the cars, but after it was over, the air was fresh and the sun shone brightly. The ball game between Union Center and the Meek team resulted in a victory for the Union Center team, the score reading 6 to 12.

Mrs. Roy Spindler has been ill with tonsillitis for the past week, but is much improved at this writing.

Miss Maude Rouse, of O'Neill, came out for the Fourth and is spending a few days at the Rouse Bros. home.

Rev. Loren Carlson, of Wayne, who held services at Paddock Union church all last week, left for home Monday morning.

Mrs. R. D. Spindler, Mary Emma and Leone called at the Griffith home Tuesday afternoon.

PLEASANT DALE

William Tenborg spent a few days in Sioux City the first of the week.

Mr. and Mrs. William Coleman, of Phoenix, called at Guy Beckwith's Sunday to get their daughter, Vera, who spent the week visiting there. The Coleman family were accompanied by a cousin, Miss Clara Huston. They drove on to Chambers and spent the day at the Huston home.

Little Skippie Wagon had the misfortune to loose his dog. His folks were out in this part of the county hunting for another dog.

Mr. and Mrs. Buster Miller have closed their butcher shop in Emmet and have gone to Ewing to run a shop there.

Miss Velma Stahly is recovering from an attack of tonsillitis.

Mrs. William Monahan drove to Wayne Friday and brought her daughter Eileen and five other girls. They spent the Fourth at home and resumed their school work Tuesday.

Mr. and Mrs. Verne Beckwith drove home from Wayne for the Fourth. They were accompanied by the Misses Velma Stahly, Minnie Seger, Clara Gage, Evelyn Pruss and Lucy Zahradnick.

Miss Angela Galligan has signed a contract to teach the Fred Beckwith school this term.

Everett Young spent the Fourth at the home of his parents, Mr. and Mrs. R. E. Young.

Sewell and Lowell Johnson and Vincent Osborn drove to Grand Island last Friday where Lowell ran a sandwich stand the 3rd, 4th and 5th. The other two boys returned Monday.

Betty Ann and Lois Osborn visited their grand parents, Mr. and Mrs. Andrew Johnson all week.

The missionary society met at Mrs. Charley Abart's Thursday.

Mr. and Mrs. Alfred Hindman and children are at Johnston this week visiting relatives and friends.

Mr. and Mrs. Verne Beckwith received a letter from Francis Flood. He is in Mexico and says there is plenty of excitement down there.

Mr. and Mrs. Sam Hickman, Mr. and Mrs. Verne Beckwith and Leon and Ralph Beckwith and their families spent Monday afternoon at the Fred Beckwith home.

The folks in this community that attended the celebration in Atkinson enjoyed it, especially the fireworks.

Rye harvesting is starting the first of this week and the wheat and oats will soon be ready.

Mr. and Mrs. R. E. Young and children were Sunday dinner guests of Mr. and Mrs. Leon Beckwith.

An inch of rain fell here Sunday night, a slow rain with scarcely any wind. Saturday there was a light shower with a few large hail stones but they did no damage.

Carl Lorenz and Mrs. Ada Stahly were business callers in Atkinson on Wednesday of last week.

Mr. and Mrs. Ralph Beckwith and Myrien, Mr. and Mrs. Vern Beckwith and Rex Beckwith were Sunday dinner guests of Mr. and Mrs. Gus Seger.

Jake Ernest has two men working for their board. They came along and wanted to work for their board so Mr. Ernest gave them work and they seem to be perfectly satisfied.

Laverne Stahly and Glen Lorenz visited Olive and Vernon Beckwith Thursday.

INMAN NEWS

Miss Della Thompson, who is attending school at the Wayne State Normal school, spent the Fourth of

July vacation here with her parents, Mr. and Mrs. J. T. Thompson.

Mr. and Mrs. Harold Miller spent the Fourth at Stuart with her mother, Mrs. Jessie McClurg.

Mr. Lucas, of Pierce, transacted business here Tuesday of this week.

Mr. and Mrs. Jerry Hare and daughter, Pollyanna, of Lincoln, came Saturday and visited until Tuesday with her parents, Mr. and Mrs. Frank Colman.

Miss Ruth Keyes, student at the Wayne state normal, was home over the week end visiting with her parents Mr. and Mrs. F. E. Keyes and family.

Miss Musetta Brown left Tuesday for Bonesteel for a visit among relatives.

Mr. James Vesely, of Bennet, was here several days this week transacting business.

The Cleve Roe family, who moved to O'Neill several weeks ago, moved back to Inman last week. Mr. Roe having obtained work on the Inman section.

Dean and Gene Clute, of Omaha, twin grandsons of Mr. and Mrs. B. H. Clute came Saturday for a visit with their grandparents and with their aunt Rev. Miss Mertie Clute. They were accompanied by a boy friend, also of Omaha.

Mr. and Mrs. Ed Loucks are here from California visiting her brother, L. R. Tompkins, and family, also old friends. Mr. and Mrs. Loucks were former residents of Inman.

W. W. Watson, of Lincoln, came up Sunday to attend to business matters and to visit his sons, E. L. Watson and I. L. Watson and families.

Mr. and Mrs. Herbert Rouse and Miss Mildred Keyes drove to Glen Rock, Wyo. this week for a visit among relatives.

Mrs. C. J. Malone, of O'Neill, is spending a few days here at the home of her mother, Mrs. Mary M. Hancock.

Miss Mildred Riley has gone to Rock Island, Ill. for a visit among relatives.

Mr. and Mrs. Richard Clark of Glen Rock, Wyo., were here during the past week visiting relatives.

Methodist Church Notes

Benj Kuhler

The regular services next Sunday morning.

Sunday School 10:00 A. M., Preaching 11:00 A. M.

In the evening Epworth League at 7:00, and at 8:00 several of the young people will give their reports of Institute work. Some were away last Sunday celebrating and one was sick, so it was postponed.

Prayer and Bible study service each Thursday at 8:00

Services at the Presbyterian Church

Sunday School 10:00—Mr. Geo. C. Robertson, Superintendent.

Morning Worship 11:00—A special feature of this service will be the report of the Bellevue Young People's conference to be given by Loree Sauers.

We will celebrate the sacrament of the Lord's Supper.

Evening Service 8:00—"Seeking the Resources of the Quiet."

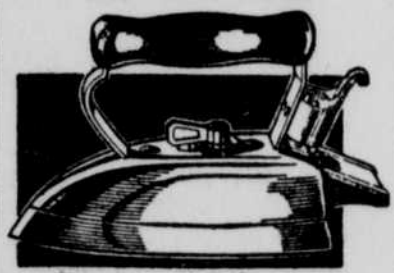
We extend a most cordial invitation to the public to attend our services.

H. D. Johnson, Pastor.

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Hugh E. Coyne