

THE FRONTIER

D. H. Cronin, Editor and Proprietor
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(First publication Feb. 6, 1936.)
NOTICE OF ADMINISTRATOR'S SALE

NOTICE IS HEREBY GIVEN that by virtue of a license granted to me by the Honorable Robert R. Dickson, Judge of the District Court of Holt county, Nebraska, in an action pending in the District Court of said County, entitled, "IN THE MATTER OF THE APPLICATION OF R. H. HARRIS, ADMINISTRATOR OF THE ESTATE OF TOM CROWE, DECEASED, FOR LICENSE TO SELL REAL ESTATE," dated January second, A. D., 1936, I will offer for sale and will sell to the highest bidder for cash the following described real estate, situate in the County of Holt and State of Nebraska, to-wit:

East Half of the Northeast Quarter (E½NE¼), Southeast Quarter of the Southeast Quarter (SE¼SE¼) of Section Eight (8), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.
Lots One, Two, Three and Four (1, 2, 3 and 4), Southwest Quarter (SW¼), North Half of the Southeast Quarter (N½SE¼), Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section Ten (10), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

Lot Two (2), and the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section Eleven (11), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

North Half (N½) and the Southeast Quarter (SE¼) of Section Fifteen (15), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

All of Section Seventeen (17), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.
North Half of Section Twenty (20), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

Southwest Quarter of the Northeast Quarter (SW¼NE¼), West Half of the Northwest Quarter (W½NW¼), Southeast Quarter of the Northwest Quarter (SE¼NW¼), Northeast Quarter of the Southwest Quarter (NE¼SW¼), Northwest Quarter of the Southeast Quarter (NW¼SE¼) of Section Twenty-two (22), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

North Half (N½) and the Southeast Quarter (SE¼) of Section Eighteen (18), Township Thirty-two (32), Range Nine (9), and all of that portion of the northeast quarter of the southwest quarter lying north of the public road duly laid out and platted across said tract, all in section eighteen (18), Township Thirty-two (32), north of Range Nine (9), West of the Sixth Principal Meridian and containing in all about twenty-five acres, more or less, Holt county, Nebraska.

South Half of the Northwest Quarter (S½NW¼) and the South Half (S½) of Section Seven (7), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

Lots One, Two and Four (1, 2 and 4) and the South Half of the Northwest Quarter (S½NW¼) and the Southwest Quarter (SW¼) and the Southeast Quarter (SE¼SE¼) of Section Nine (9), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

Southwest Quarter (SW¼) and the West Half of the Northwest Quarter (W½NW¼), Southeast Quarter of the Northwest Quarter (SE¼NW¼), and the West Half of the Northeast Quarter (W½NE¼NW¼) of Section Twenty-seven (27), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

East Half of the East Half (E½E½) of Section Twenty-eight (28), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

North Half of Section Eight (N½ of 8), Township Thirty-one (31), Range Nine (9), Holt county, Nebraska.

Lot One (1) of Section Four (4), and Lot One of Section Five (5), Township Thirty-two (32), Range Nine (9), Holt county, Nebraska.

One Hundred and ten acres being a part of the southwest quarter of Section Four (4) of Township Thirty-one (31), Range Nine (9), West of the Sixth Principal Meridian, and more particularly described as follows, to-wit: Beginning at the southwest corner of said Section Four (4), thence running north one hundred and sixty rods, thence east one hundred and ten rods, thence south one hundred and sixty rods, thence west one hundred and ten rods to the place of beginning, and containing one hundred and ten acres, as aforesaid, Holt county, Nebraska.

on the 26th day of February, A. D., 1936, at one o'clock P. M., at the Front Door of the Court House in the City of O'Neill, Holt county, Nebraska, subject to all charges thereon, by mortgage or otherwise, existing at the time of the death of Tom Crowe. Said sale will remain open one hour.

R. H. HARRIS,
Administrator of the Estate of Tom Crowe, Deceased.

METHODIST CHURCH NOTES
A. J. May, Pastor.
Sunday School 10:00 A. M.
Morning Worship 11:00 A. M.
Sermon Subject, "The Preaching of the Cross." Special music by the choir.
Epworth League at 6:30 p. m.

Evening service at 7:30 p. m.—Special music by the Junior choir. Sermon subject, "The Golden Calf."
Old fashioned box supper and program at the church basement next Monday evening, February 10. Everybody invited. Ladies bring supper for two. This is to assist in taking care of our coal bill so everybody help us out and have a lot of real fun.
Good Fellowship club Wednesday evening at 7:30.—Harold Lindberg, chairman of eats committee, Dean Selah, chairman of program committee.

"Neither seek a secret nor speak a secret."
"Depart from that which departs from God."
"Mercy despised brings mercy deerved."
"The tongue which slanders is worse than the hand that strikes."

PRESBYTERIAN CHURCH
Sunday School 10:00, C. E. Yantzi, Superintendent.
Morning worship 11:00, "God Thru the Son."
Evening Service 7:30, Forgiveness of Sins.
We are glad to see the good response to the services during the extreme cold. We hope all can attend next Sunday.
H. D. Johnson, Pastor.

THE NEBRASKA SCENE
(Continued from page 1.)
Not only this, but railroad rates have been built upon so uncomprehensible a structure that it is cheaper to ship sugar by rail from San Francisco to Chicago and then truck it back to Lincoln than to unload that same sugar in Lincoln as it passes through enroute to Chicago. This applies to other Nebraska towns, as well as to other items.

Presidents Coolidge, Hoover and Roosevelt alike have recognized the isolation and disadvantages of the Missouri valley and have approved for it an outlet to the sea. Economists agree that this section of the country is being held back greatly in the development of industries because of the high transportation rates.
Now the time is rapidly approaching when the Missouri river will be opened for traffic as far as Omaha, and another year or so should see the river barges plying as far north as Sioux City.

Kansas City once shipped much grain to the southeast; then Oregon and Washington grain producers, using water transportation thru the Panama canal, took the business away. Last summer, with its new Missouri river barge service, Kansas City flour mills went after the southeastern business again and in five months shipped 3,911 tons of flour to that section of the country.

Proponents of the inland waterways, chief among whom in Nebraska is Former Governor Weaver, say that transportation on established rivers costs from 2 to 3½ mills per ton mile, while the rail rate on class one railroads is 10 mills per ton mile. They say that Nebraska grain growers who shipped via Kansas City and the barge line last year saved 7 cents a bushel over all-rail transportation in getting the grain to the larger milling centers.

Millions of dollars will be saved to Nebraska producers each year, the waterway boosters declare, when the barges run up to Sioux City. In addition they envision increasing prosperity as lower transportation rates enable factories to operate as cheaply here as in the sections where water transportation is already available.

Altho the waterway advocates assure the railroads that they will not be hurt by the cheaper transportation rates, but will share in the greater transportation which will bring business enough to satisfy both the waterways and the land routes, the railroads are fighting the deal to the limit.

The railroads are deeply entrenched in Nebraska and they have enlisted many allies in this state. Big business men who find the railroads profitable to them, are inclined to fight the development of the Missouri as a waterway. Most of the larger chambers of commerce in the state are dominated by railroad allies. Many communities which depend on the railroads for a large share of their tax income and many of whose citizens are employed by the railroads, are fearful of the waterways.

A recent victory for the waterways occurred at Omaha where the clique in command of the chamber of commerce had succeeded in hampering river development. Omaha is a major railroad center, but

attempting to head off government competition in a profitable business. A legal authority at the capitol who has been in close contact with Washington in recent weeks, thinks Nebraska's "little TVA" will stand up under test of the high court. "There have been indications," he said, "that the supreme court will not let the new deal down in making the decision on the TVA which is now under consideration. It is pretty well established that the people have a right to use their own natural resources for the public benefit."

The economic prognosticators say that the victory in the waterway-railway tussle will go to the medium most fit to do the transportation job. Eventually, they believe, the two mediums will be co-ordinated to the best interests of the state as a whole, but this will mean that the railroads will have to give some ground.

Commentators around the state house see two sides to the recent attack by five privately-owned power companies on Nebraska's three big hydroelectric projects. They say that hooking up of the three projects might be viewed as an invasion of the state's rights, and that it most certainly would cause the private companies financial loss by reducing electric power rates.

On the other hand, the majority of the people probably will not be inclined to shed tears for the private power companies, altho the latter cannot be blamed, perhaps, for

attempting to head off government competition in a profitable business. A legal authority at the capitol who has been in close contact with Washington in recent weeks, thinks Nebraska's "little TVA" will stand up under test of the high court. "There have been indications," he said, "that the supreme court will not let the new deal down in making the decision on the TVA which is now under consideration. It is pretty well established that the people have a right to use their own natural resources for the public benefit."

DANCE
AT
K. C. Hall, O'Neill
SATURDAY EVENING
February 8
at 9:00 p. m.
DVORAK BROS. ORCHESTRA

WOULD YOU LIKE A GOOD PAYING STEADY JOB?
I want to hire a man immediately. Paid every week. Must have car and know farming. State age and farm experience.
Box 164, Dept. 4839, Quincy, Ill.
Age _____ Years on farm _____
Name _____
Address _____
We Fill Relief Orders
We Deliver Phone 144-W

SPECIALS
Friday and Saturday at
BARNHART'S MARKET
PORK or BEEF HEARTS 2 Pounds 25c
SUGAR CURED BACON 2 Pounds 55c
PURE LARD 2-Lb. Package 27c
Our Frozen Fish Are Sure Fine
PAN DRESSED BULL HEADS Per Pound 20c
DRESSED Black Steak COD Per Pound 20c
YELLOW BELLY WALLEYED PIKE Per Pound 20c
DRESSED PICKEREL Heads off—Per Lb. 15c
DRESSED Lake Superior HERRING Per Pound 10c
DRESSED HERRING 10 Pounds 90c
We Fill Relief Orders
We Deliver Phone 144-W

SUBSCRIPTION OFFER EXTENDED

Due to the condition of the roads the past few weeks, we are extending our offer of **\$1.00 a year** for new and renewal subscriptions to **Saturday, February 29, 1936**, that those living off of the main highways may have an opportunity to use this reduced rate.

The dollar-a-year subscription rate is good only in Holt and adjoining counties and only on **paid in advance subscriptions!** All subscriptions due up to the first of the year must be paid at the \$2 a year rate, then a year in advance can be paid for one dollar.

THE FRONTIER

NEW CHEVROLET FOR 1936



"and it's the only complete car that sells at such low prices!"

- NEW PERFECTED HYDRAULIC BRAKES**
the safest and smoothest ever developed
- GENUINE FISHER NO DRAFT VENTILATION**
in New Turret Top Bodies
the most beautiful and comfortable bodies ever created for a low-priced car
- HIGH-COMPRESSION VALVE-IN-HEAD ENGINE**
giving even better performance with even less gas and oil
- 6% NEW MONEY-SAVING G.M.A.C. TIME PAYMENT PLAN**
Compare Chevrolet's low delivered prices and low monthly payments.
- CHEVROLET** The new 1936 Chevrolet is the only low-priced car with **New Perfected Hydraulic Brakes**, which give unequalled stopping-power—
- The only low-priced car with the famous **Gliding Knee-Action Ride***, which brings you comfort and safety beyond compare—
- The only low-priced car with **Solid Steel one-piece Turret Top, Genuine Fisher No Draft Ventilation, High-Compression Valve-in-Head Engine, and Shockproof Steering***—all of which are essential to complete motoring satisfaction.
- Good judgment says, **Buy a new 1936 Chevrolet—the only complete low-priced car.**
- CHEVROLET MOTOR CO., DETROIT, MICH.**
- IMPROVED GLIDING KNEE-ACTION RIDE***
the smoothest, safest ride of all
- SOLID STEEL one-piece TURRET TOP**
a crown of beauty, a fortress of safety
- SHOCKPROOF STEERING***
making driving easier and safer than ever before
- ALL THESE FEATURES AT CHEVROLET'S LOW PRICES \$495**
- AND UP.** List price of New Standard Coupe at Flint, Michigan, with bumpers, spare tire and tire lock, the list price is \$50 additional. *Knee-Action on Master Models only, \$20 additional. Prices quoted in this advertisement are list at Flint, Michigan, and subject to change without notice. A General Motors Value.

The only complete low-priced car
Miller Bros. Chevrolet Co.
C. E. LUNDGREN, Mgr. O'Neill, Nebr.
Phone 100

TRADE AT THE Blackbird Store

- SPECIALS FOR FRIDAY, SATURDAY AND MONDAY
- BROOMS Good Quality 23c
 - Black Bird OATMEAL Large Size 17c
 - PEANUT BUTTER Large Size 23c
 - Clabber Girl BAKING POWDER 2 for 17c
 - CORN Food Craft Brand 9c
 - Black Bird PEACHES Large Size—2 for 37c
 - Per Can 19c
 - OYSTERS 3½ ounces 10c
 - Black Bird CATSUP Large Size 14c
 - MILADY COFFEE Per Pound 29c