

THE FRONTIER

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THE NEBRASKA SCENE

by James R. Lowell

Trouble over who shall hold the reins continues to dog both major political parties in Nebraska, while the unicameral has its own private dog fight.

Reasons deeper than those appearing on the editorial pages of the Lincoln Star are behind the tirades coming from the pen of Editor James E. Lawrence and aimed at Senator Burke, the Omaha World-Herald, et al. The prognosticators say that Mr. Lawrence is on the verge of attempting to wrest the democratic reins from the hands of Messrs. Burke and Mullen of Omaha.

This fight threatens to cost Nebraska democrats votes in the coming election, and some of the less wrought-up democratic leaders including Governor Cochran are surveying the prospects rather ruefully. Editor Lawrence bases his editorial attacks on the allegation that Senator Burke is too lukewarm toward the president and that Arthur Mullen wouldn't hesitate to "do the president dirt," despite manifestations to the contrary.

It appeared last week that the Lincoln editor was going to receive militant assistance when a number of war veterans at Chappell in the western part of the state started to circulate petitions to have Senator Burke recalled. The move died aborning, however, when it was learned that the state does not provide a way for "recall" of one of its senators.

Meanwhile Senator Burke and Mr. Mullen, former Nebraska democratic national committeeman, are reported to have assured President Roosevelt at Washington that he will be unopposed in the state's preferential primary. They are for him, they say, altho they do not agree with him that Nebraska democrats should not oppose Senator Norris if the latter decides to run for re-election (which it is generally believed he will).

Messrs' Burke and Mullen are said to be agreed that a strong democrat should be put in the senatorial race, altho Burke endorsed Norris last fall. The "strong man" being mentioned is Keith Neville, former governor and democratic national committeeman for the state who took over the party seat of power coincident with a Mullen-Bryan fracas in the democratic party in 1934.

Editor Lawrence is a devoted disciple of Senator Norris as well as of the president, and since Mr. Neville has seen fit to look askance at both the president and senior senator in the past, the prognosticators are not prepared to say just what the lineup would be if the North Platte mogul should run for senator.

Republican party strife is a more time-honored and generally accepted affair than the democratic melee. It concerns merely the attempt of the party progressives to gain the upper hand in securing delegates to the republican national convention in Cleveland. They are boosting Borah for president.

A number of persons in the 2nd congressional district are not yet convinced that the unicameral redistricting act passed by the 1935 legislature is up to snuff. A number of mistakes were made in drawing up the Omaha districts, and while it is generally conceded that the legislators had no intention of keeping anyone in Omaha from voting, the skeptical ones want a further clarification of the act.

"We question whether any state official has the right to 'interpret' mistakes of the legislature," a delegation of 2nd district women has informed the attorney general. They want the matter taken to the supreme court, and a special session of the legislature called if the court fails to uphold the districting. Another unicameral bone of con-

WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors



No. 5—DRIVING ON HILLS

In some parts of the country hills are taken for granted . . . and good steep ones, too. But for some of us who live in flatter country, hill driving is not so familiar.



As a matter of fact, there are several conditions peculiar to driving in very steep hills or mountains, especially if the altitude is high. For instance, a car that develops 100 horsepower at sea-level, has only 82 horsepower at an altitude of 5000 feet, and only 69 horsepower on top of Pike's Peak.

Another thing is that sometimes grades are deceptive and we don't realize how steep they are, if there is no level ground to judge by.

So if we go on a road trip and happen to get into country where hills are hills, we often have no idea of what is in store for us. Like as not, we will come rolling up to a hill, taking it for granted that we'll make the grade. But before we've gone very far we find that our power seems to be giving out, and we're slowing down. Then we realize we must shift to second gear, but we're lucky if we haven't found out so late that there we are, stalled on a hill!

Now people who drive on hills all the time say one thing to remember is that there's nothing like a good start. Of course, this is true, because the minute we start up, gravity starts to work and work fast. Yard-by-yard it uses up our momentum till by-and-by that momentum is just about gone. Then we have to shift to a lower gear to increase our power.

Experts tell us that by far the most common fault in hill-climbing is failure to shift to a lower gear soon enough. So just to be sure, some drivers set a definite point at which to change gears. The consensus of opinion seems to be that we should always go into second gear as soon as our speed gets down to 20 miles an hour.

There are times, however, when we want to stop on a hill. So it's important to know how to start again, with our car on an upgrade. And there seem to be two methods used by experienced drivers.



Some use their foot brake to keep their cars from rolling backward, put their engine in low gear and accelerate slowly with the hand throttle, gradually engaging their clutch and releasing the brake at the same time. Other good drivers do exactly the same thing, only they use the hand brake and the foot accelerator. But both groups tell us it doesn't make much difference . . . to use whichever method we happen to like the better.

Now there aren't many hills that cars can't climb nowadays . . . and what goes up must come down. And that's where we have to look out for momentum. He may have been a friend in need when we were coming up hill, but going down he'll run away with us if we aren't careful.

And if there are any sharp curves or any bad bumps or loose gravel, we have to be careful or he'll pitch us right off the road.

Many drivers say that we should go down a hill in the same gear we would use to get up. In other words, if it's steep enough so we would have to go up in second or even low gear, then we'd better get into that same gear before we start down. If our car is in second or low gear, our engine works as a very effective brake, and besides it saves a lot of wear on our real brakes.

Speaking of gears, experienced drivers say we should never, under any condition, disengage our clutch and coast down hill. That's just what momentum is waiting for. Just give momentum a free rein, without our engine to check it, and nobody can tell what's going to happen.

When we do get in country where people are used to driving on hills all the time, it may seem to us that they take those hills without the slightest concern. But if we were in their cars with them and could watch them closely, we would see that they take all these precautions we have mentioned, just as a matter of habit. And one thing is sure. They make it a rule never to pass other cars on hills, or get on the wrong side of the road, when they can't see far enough ahead to be sure whether anyone's coming.

Attention is over the amount of pay the lieutenant governor should get. Candidates for the office seem to think that they will get \$3,488.36 for a two-year term, if elected. The law says the lieutenant governor is to be paid double the amount paid to a legislator and fixes the salary for the latter at \$1,744.18 for the two-year term.

Now the legislators of 1935 say that they meant to give the lieutenant governor only twice as much as a senator under the old bi-cameral system, which would be twice \$800 or \$1,600.

The lieutenant governorship has not attracted an unusual number of candidates, due perhaps to the strength politically of the incumbent, Walter Jurgensen, is reputed to possess. A recent comer to file, however, is A. T. Howard of Scottsbluff, present republican state senator.

Congressman Harry B. Coffee of the 5th district has filed for re-election, thereby flouting the rumor that he would run for governor on the democratic ticket. Mabel Gillespie of the 2nd district, former state legislator who was barely beat out in 1934 by Representative McLaughlin of Omaha, for a seat in congress, will run again for congress. She may have no opposition from the incumbent who has failed to file for re-election.

In state governmental circles, Richard O. Johnson, Lincoln attorney who was the republican nominee two years ago, is going to make another stab for the attorney generalship of Nebraska. He is a former state legislator and has a lot of faith in the name of Johnson to get votes in this state.

Former State Auditor George W. Marsh of Lincoln, who served five terms in the auditor's office, is back after his old post. He is a republican. . . . John Patach of Omaha, has filed for state railway commissioner on the republican ticket.

Power development continues to be a matter of major interest in the state, with predictions being made that Nebraska's little TVA will "come out of the wash" in good shape.

The U. S. supreme court TVA decision was received with rejoicing by backers of public power in Nebraska, but legal authorities around the state house say that the

decision may not mean as much as some persons think when it comes to power development in the state. A major question is whether irrigation and flood control fall under the same category.

Another headline-maker aent the power situation was the announcement from Washington that

Senator Norris is going to put on full steam in his much talked-of act to create a Missouri River power authority as a part of a Mississippi valley setup.

Nebraska's public rural electrification program has gone forward another step by federal action in giving conditional approval for a \$350,000 loan to the Eastern Nebraska Power district, and loaning \$396,000 to the Lancaster county rural power district.

Four Nebraska farm power projects now have been loaned \$1,211,000. Plans are underway to build approximately 1,000 miles of transmission lines to serve 2,982 farm homes with low cost electricity.

One of the signal features of these projects, if and when they go thru, will be the purchase by farmers of electrical appliances such as up to date radios, washers, etc.

Twenty-two public power and irrigation districts have been notified by the secretary of state that directors must be chosen at the coming election. This will be an innovation to voters in many sections of the state, with at least a third of the directors of each district to be elected in general election years under a state law passed in 1933. The projects were organized under this law.

Attorney General Wright has issued an opinion that liquor license fees collected by the state liquor commission must be paid back into the county school funds on the basis of the amount of fees paid in by each community. Heretofore the state superintendent has taken over such funds and apportioned them semi-annually to the counties on a basis of the total number of school districts and school population. . . . Only 43 towns in the state have legalized liquor sales by the drink.

Word has reached the state house that a Fillmore county case in which a district judge upheld the constitutionality of the new delinquent tax liquidation law, will probably be appealed to the supreme court. The law provides for forgiveness of interest and penalties on delinquent taxes if paid under specified conditions.

When the babe of today grows up to be a politician he can't even claim that he was born in a log hospital.

YES SIR!

People do appreciate values. The Winter Mark-Down Sale surpassed our expectations, and it's still going on, folks. FREE goods and cut prices. G. E. Licensed House Lamps, 7c ea.—Rebuilt Spark Plugs, 10c—14-Qt. Enameled Dish Pan, 39c—4-Tine Manure Fork, 95c—at Gamble Store.—Adv.

The Federal Personnel

One of the items which go to make up the increased expendi-

tures of our government during the past few years is the number of federal employees. It is true that one of the pledges which the Democracy made in the campaign of 1932 was to trim the federal payroll and bring on a new system of economy. It is true also that there were some reductions in the personnel and in the payrolls of the regular government employees during the first few months of the present administration.

Yet it is to be noted that on Nov. 30, 1935, there were 602,230 employees in the regular departments of the government. The figure is taken from the report of the U. S. Civil Service Commission. On March 4, 1933, the number of employees was 572,092, so that there has been an increase of 30,000 in the number of employees in the regular government departments in a little less than three years.

Unfortunately, however, for the future of campaign pledges, this is not all of the picture. In addition to the regular departments of the government we have had the creation of the New Deal which was to put us back on the highroad of prosperity and bring us the more abundant life.

The number of New Deal employees on the federal payroll on Nov. 30, 1935, according to the report of the Civil Service Commission, was 197,849. These workers of course are designedly acting "for the emergency," but when the emergency will be over no man can guess. In fact, we are now led to believe by certain reports from Washington that some of the new agencies are to be made "permanent."

At any rate, if the 197,000 on the emergency payroll are added to the 30,000 additional employees in the

regular departments it will be found that about 227,000 additional people have been put on the government payroll during the Brain Trust administration.

So it will be seen that a considerable outlay of the people's money has gone to the engineers who are administering relief and providing the "abundant life." This, of course, has had a great deal to do with the increase in federal expenses. No matter what else may be said about national re-employment it is certain that these 227,000 now have jobs which they didn't possess three years ago. The assault on bureaucracy may have turned out to be

a "dud" but there is no question about increased employment so far as Uncle Sam's payroll is concerned.

DANCE

AT
K. C. Hall, O'Neill
SATURDAY EVENING
February 29
at 9:00 p. m.
GOOD MUSIC

POST-PONED PUBLIC SALE

at my place 9 miles north and 2 miles west of O'Neill at 1 p. m. on
THURSDAY, MARCH 5, 1936

FIFTEEN (15) HEAD OF CATTLE

Six cows, all fresh soon; 4 heifers, coming 2-year-olds; 2 calves coming yearlings; 1 steer, coming 2-years-old; 1 small calf and one 2-year-old Hereford bull.

TWO (2) HEAD OF HORSES

One black horse, 7-years-old, weighing 1,500; one black mare, 8-years-old, weighing 1,400.

FARM MACHINERY AND FEED

McCormick Deering binder; McCormick mower; hay rake; side hitch hay sweep; hay stacker; Farmall tractor; tractor gang plow and 2-row lister; 2-row eli; 2-row cultivator; 1-row cultivator; corn planter; 1-row lister; 3-sec. drag; 9-ft. disc; wagon and rack; lumber wagon; walking plow; potato digger; potato cutter; Tractor buzz saw; Letz 8-in. burr grinder; Great Western manure spreader; steel water tank; 1 1/2 h. p. Monitor pump engine and jack; 3 h. p. Fairbanks-Morse engine; endgate seeder; 2 sets work harness; hog chute; hand corn sheller; harness oil tank; International Minnesota Special threshing machine; other articles too numerous to mention. Some oats, hay and feed.

TERMS—CASH. No Property to be Moved Until Settled For.

MRS. DICK D. HUEBERT, Owner

Col. JAMES MOORE, Auctioneer
ED. MURRAY, Clerk

This
SUBSCRIPTION OFFER
Closes Saturday!

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

COUNCIL OAK STORES
YOUR FRIEND AT MEALTIME

FRIDAY AND SATURDAY, FEBRUARY 28 AND 29

We Won't Argue!

We can't say a word when customers insist that "Superb" Peanut Butter is the only brand they can buy that has the delicious flavor of Fresh Roasted Peanuts. Special prices for Saturday.—Pound jar 17c and the big 24-oz. jar for 22c.

Pimento-Cheese Bread

The tempting goodness of this new bread will prove a delightful surprise at your bridge luncheon. Try it for the breakfast toast. An every Friday feature at all Council Oak Stores.

Soda Crackers

Fresh baked Crackers for this sale. Our special price for the weekend is only 15c for the 2 pound caddy.

Evergreen Corn

A good narrow grain, cream style, Evergreen Corn. An exceptional value at our weekend price of 15c for 2 No. 2 cans.

Superb Brand Syrup

A most popular brand because it is sweeter. For Saturday the 10 pound amber for 48c and the 10 pound crystal white syrup for only 49c.

Our "Red Bag" Coffee

Fresh roasted daily and shipped to our stores in the whole berry. We grind to meet your requirements. For this sale 17c per pound or 3 pounds for 47c.

Flour Special!

Special prices for the weekend on all-purpose, guaranteed flour. 1/4-bbl. bags of First Prize and Pantry Pride for \$1.49 and the celebrated White Loaf at only \$1.64 per bag.