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THE NEBRASKA SCENE

Whither is Nebraska drifting? Amidst political claims and counter claims; pamphlets issued by state boards and bureaus and by chambers of commerce, extolling the advantages and superior qualities of the Cornhusker state, the fact remains that Nebraska as a whole has been slipping since 1920.

True, modern conveniences have increased manifold and our larger communities have been beautified and recreational advantages increased, but the records show that for the past 15 years the state's

lands (Nebraska's greatest asset) has been diminishing.

The total assessment of real estate, personal property, railroads and intangible property in 1920 reached an all-time high of \$3,811,424,545. Since that time the total valuation has been downward generally until 1935 when it was approximately 2,030,000,000. A gain of \$20,000,000 is shown for 1936 but the drouth will pull the total down again in 1937.

The tremendous recovery of farm prices over last year is reflected in the increased valuations placed on Nebraska's livestock in

1936. Total number of cattle is placed at 2,547,923 as against 2,488,476 last year. Valuation is \$67,326,678 or \$8,000,000 over last year. The average value per head increased \$3 to the 1936 figure of \$26.42.

The number of hogs jumped from 883,009 to 978,491, and the total valuation increased from \$7,553,969 to \$10,932,050.

One of the large contributing factors in the increased valuation this year was the increase in number of automobiles registered. They jumped from 329,577 to 381,623, and valuations skyrocketed from \$27,324,829 to \$41,509,357. The new law relative to taxing of motor vehicles deserves much credit for the gain.

On top of lowering valuations since 1920, the population of the state has also declined. The big gain for the state came from 1860 when there were 28,841 inhabitants to 1890 when it reached 1,058,916.

Since 1890 the population gained slowly and not keeping pace with Nebraska's birth rate until 1,377,963 was reached in 1930. A census taken in 1935 shows that we have lost 100,000 inhabitants in the five years' period, and are now back to approximately our 1920 figure.

The losses have come in such counties as Arthur, Banner, Boyd, Brown, Cass, Cherry, Clay, Fillmore, Franklin, Garfield, Gosper, Hamilton, Harlan, Holt, Loup, Nuckolls and Thomas. Most of the other counties have just about held their own or increased some since 1920. Biggest gains have been in counties where the larger cities are situated.

From 1876 to 1936 the average annual rainfall has been 23 inches. The bad years were 1890, 1893, 1894, 1895, 1899, 1910, 1916, 1931 and 1934. The year 1894 was the record breaker with only 13.30

inches falling for the entire year. The farm experts who shy clear of political entanglements say the reason that valuations have been on the down grade in Nebraska is because the soil is losing its fertility with use, while drainage and the wornout condition of much of the land makes for less retention of moisture.

During the extreme drouth year of 1894 the state produced 46,410,000 bushels of corn, whereas in 1934 the crop made only 6,145,770 bushels. What we need, according to the experts, is a sensible plan of conservation, and both the republican and democratic platforms in the present campaign call for such a system, altho the Roosevelt administration is credited with taking the lead in such action.

The first barrage from the heavy artillery in state politics broke out this month, following the announcement that the 1936 state tax levy would be drastically reduced.

Many republican newspapers and leaders, chief among them Dwight Griswold, republican gubernatorial nominee, made haste to point out that the reduced levy means very little.

Mr. Griswold states that "the expenses and appropriations of the state of Nebraska are this year the highest in the history of the state." He says that "the money simply is not being raised by a property tax."

Figures uphold Mr. Griswold, but the democrats explain it nicely. The bureaus that were created by the last legislature are for the main self-supporting, they say. For example, the real estate and aviation bureaus are supported by real estate men and aviators. The liquor commission which makes a sizeable dent in the government pocketbook gets its money from liquor taxes. The latter have gone a long way towards financing the social program, which accounts for the largest increase in government spending.

The political prognosticators finally have decided that the various third parties that have attempted to organize in Nebraska will cut very little ice in the coming election. Both the socialists and the Nebraska Farmer Labor parties have tried unsuccessfully to get on the ticket by the convention system and this failure has discouraged several other groups.

A large percentage of the persons backing the farm-labor group here are individuals who have been associated with various radical movements in the state in the past, the political observers point out, and some have run afoul of the law in attempts to halt farm mortgage foreclosure sales.

The socialist party of Nebraska evidently has the same opinion of the farm-labor group, as the farmer's executive committee declined the offer of the latter party to cooperate in the coming election. The socialists say the farm labor group is not a movement of bona fide labor and farm organizations, but "primarily one of individuals without farmers or laborers."

The mediocre showing of Townsend-plan candidates in the recent Kansas primary election also is convincing Nebraska politicians that the old-age pension plan is not going to be as potent a force in the general election as some of them believed previously.

It has been rather definitely decided that Senator Vandenberg, of Michigan, who announced sometime ago that he would speak in Nebraska in support of the Landon-Knox ticket, and Robert G. Simmons, republican candidate for U. S. senator, will appear at Scottsbluff and Omaha.

The democratic state organization has decided to establish state headquarters at two sites—Omaha and Lincoln.

The State House Week in Brief: Gasoline tax receipts received during July hit a new high all-time record of \$1,175,985. Liquor revenue for July slumped \$53,033 below the same month a year ago last month's total being \$135,878. The inference is that fewer Nebraskans are trying to mix gasoline with liquor.

The state treasury balance has taken another jump, topping the \$7,874,925 cash balance of June 30 by nearly \$400,000. The cash balance July 31 was \$8,247,508. The state treasury now shows an overall balance of \$21,891,543, including \$13,644,037 of permanent school fund investments.

Measles are down but scarlet fever is up in Nebraska, state health department figures show. For the first seven months of this year, 1,127 Nebraskans contracted measles compared with 8,426 for the same period in 1935. Scarlet fever cases, however, numbered 3,751 this year and 1,243 last year.

Other diseases showed little variation.

The resettlement administration which has regained some of its fading glory since the drouth hit the country, spent slightly more than \$4,500,000 in Nebraska in its first year of operation. Standard loans account for \$4,096,914 of this amount, and emergency seed loans \$58,820. Only \$3,417 had been expended in drouth grants up to August 1.

Nebraska's state employment service, authorized by the 1935 legislature in co-operation with the federal government, started operations this week with Rudolf F. Vogeler in charge. District offices are being opened in Lincoln, Omaha and Norfolk, with branch offices at Beatrice and Fremont. The service is free both to employe and employer.

"Keep your eyes on the woman driver," is the advice of Nebraska's "safest driver," Lynn Douglas Miller, 40, Cedar Bluffs. Miller was singled out for this honor and covering the state 20 years as a traveling salesman. He will represent the state at a "safety motorcade" in New York City on August 3. He has driven 342,000 miles without even a minor accident, and his greatest problem has been in avoiding other drivers. His highway speed is 50 m. p. h.

THIRTY YEARS Successful practice is your guarantee that Perigo Optical Company will make your glasses right. See their representative at

O'Neill, Friday August 21, 1936

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Capital, Surplus and Undivided Profits, \$125,000.00

This Bank Carries No Indebtedness of Officers or Stockholders.

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YOU NEVER SAW SO MUCH TIRE FOR YOUR MONEY!

Buy THE NEW Firestone STANDARD

FIRST GRADE QUALITY — The new Firestone Standard Tire is built of first grade materials by skilled workmen, in the world's most efficient factories.

GUM-DIPPED CORD BODY — Every cotton fibre in every cord in every ply is soaked in liquid rubber, preventing internal friction and heat, which provides greater strength and blowout protection.

TWO EXTRA LAYERS OF GUM-DIPPED CORDS UNDER THE TREAD — This patented Firestone feature cushions road shocks, protects against punctures and gives longer life.

LONGER NON-SKID MILEAGE — The non-skid tread is wider, flatter, with more and tougher rubber on the road, giving longer wear and thousands of extra miles.

LOW PRICES — Volume production makes these low prices possible.

THE FIRESTONE NAME AND GUARANTEE — Every Firestone Standard Tire bears the Firestone name, your guarantee of greater safety, dependability and economy.



SIZE	PRICE
4.50-20.....	\$7.45
4.50-21.....	7.75
4.75-19.....	8.20
5.00-19.....	8.80
5.25-17.....	9.45
5.25-18.....	9.75
5.50-17.....	10.70
5.50-19.....	11.20
6.00-17 H.D.	14.30
6.00-20 H.D.	15.55
6.50-19 H.D.	17.45

Other Sizes Priced Proportionately Low

FOR TRUCKS AND BUSES

Firestone STANDARD FOR TRUCKS AND BUSES

SIZE	PRICE
6.50-20.....	\$21.95
7.00-20.....	29.10
7.50-20.....	35.20
30x5.....	21.30

Other Sizes Priced Proportionately Low

FIRST GRADE MATERIALS AND EXPERT WORKMANSHIP—The Firestone Standard Truck Tire gives long non-skid mileage—blowout protection—dependable service.

GUM-DIPPED CORD BODY—Gum-Dipping prevents internal friction and heat, giving extra strength and blowout protection.

TWO EXTRA LAYERS OF GUM-DIPPED CORDS UNDER THE TREAD—Prevents tread separation. Specially compounded rubber in two outer plies from bead to bead rivets sidewalls securely to cord body preventing ply separation.

TWIN BEADS WITH CORD REINFORCE—Twin beads give tire firm seat on rim. The beads are tied into the cord body by the special Firestone method of cord reinforce, making the tire one unit of greater strength.

FIRESTONE NAME AND GUARANTEE—Assures greater safety, dependability and economy.

Firestone SENTINEL

An outstanding value in its price class—backed by the Firestone name and guarantee.

Firestone SENTINEL

SIZE	PRICE
4.50-21.....	\$6.05
4.75-19.....	6.40
5.00-19.....	6.85
5.25-18.....	7.60

FOR TRUCKS AND BUSES

SIZE	PRICE
6.00-20 H. D.	\$14.90
30x5 H. D.	28.55
32x6 H. D.	35.70

Other Sizes Proportionately Low

Firestone COURIER

A good tire for owners of small cars giving new tire safety at low cost.

Firestone COURIER

SIZE	PRICE
4.50-21.....	\$6.00
4.75-19.....	5.95
30x3 1/2 Cl.	4.98



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the safest and smoothest ever developed

SOLID STEEL one-piece TURRET TOP
a crown of beauty, a fortress of safety

HIGH-COMPRESSION VALVE-IN-HEAD ENGINE
giving even better performance with even less gas and oil

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You looked at this car—you drove it—you bought it—and now you are recommending it to all your friends. Thanks again for a million Chevrolets, and for giving Chevrolet the greatest year in its history, just as Chevrolet is giving you the only complete low-priced car.

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SHOCKPROOF STEERING* making driving easier and safer than ever before

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