

Legal Notices

(First pub. June 2, 1955) NOTICE OF SUIT TO: James W. Gibson; Mrs. James W. Gibson, first real name unknown; The Heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Bradford F. Cleveland, deceased, real names unknown; and all persons having or claiming any interest in the West Half of the Northeast Quarter of Section Twenty-eight, Township Twenty-seven North, Range Ten, West of the 6th P.M., in Holt County, Nebraska, real names unknown, defendants.

Notice is hereby given that a petition has been filed for the probate of the will of said deceased, and for the appointment of James R. Marne as Executor thereof, which will be for hearing in this court on June 16, 1955, at 10 o'clock A.M. LOUIS W. REIMER County Judge. (COUNTY COURT SEAL) 4-6c

(First pub. June 2, 1955) Elven Burfield, Neligh, Attorney

NOTICE OF REFEREE'S SALE Notice is hereby given that by virtue of an order of sale directed to me by the District Court of Holt County, Nebraska, in an action pending in said Court wherein Elva McDermott is plaintiff, Hazel Saide, et al, are defendants, being No. 15009, I will sell at public venue the following described real estate, to-wit:—The Northwest Quarter of Section 32, Township 31, North, Range 12, West of the 6th P.M., in Holt County, Nebraska. I will offer said above described real estate for sale, and will sell the same to the highest bidder for cash on the 7th day of July, A.D. 1955, at the hour of one o'clock P.M. at the front door of the Court House in the City of O'Neill, Holt County, Nebraska, when and where due attendance will be given by the undersigned, sole referee. Said sale will remain open for one hour.

Purchaser will be required to pay fifteen percent of his bid on the day the sale and the balance at the time of confirmation. Dated this 1st day of June, A.D., 1955. JULIUS D. CRONIN Sole Referee

(First pub. June 2, 1955) Julius D. Cronin, Attorney

NOTICE OF PROBATE OF WILL No. 4039 COUNTY COURT OF HOLT COUNTY, NEBRASKA. ESTATE OF ETNA E. SHRINER, DECEASED.

THE STATE OF NEBRASKA, TO ALL CONCERNED:

Notice is hereby given that a petition has been filed for the probate of the will of said deceased, and for the appointment of W. P. Dailey as Executor thereof, which will be for hearing in this court on June 23, 1955, at 10 o'clock A.M.

LOUIS W. REIMER County Judge. (COUNTY COURT SEAL) 5-7c

(First pub. June 2, 1955) Julius D. Cronin, Attorney

NOTICE FOR PETITION FOR ADMINISTRATION Estate No. 4042

In the County Court of Holt County, Nebraska, May 27, 1955. In the Matter of the Estate of Einar Peterson, a/k/a Einar Peterson, Deceased.

Notice is hereby given to all persons interested in said estate that a petition has been filed in said Court for the appointment of Christine Sanders as Administratrix of said estate, and will be heard June 23, 1955, at 10 o'clock A.M., at the County Court Room in O'Neill, Nebraska.

LOUIS W. REIMER County Judge. (COUNTY COURT SEAL) 5-7c

Don Lanman Plans to Enter Morningside—Donald Lanman, son of Mr. and Mrs. Royal Lanman of O'Neill, is planning to attend Morningside college, Sioux City. A service veteran, Don was graduated from high school in 1950 and will begin his college career next September, with pre-med as his course of study. Morningside is a liberal arts college.

State Capitol News

Take Steps to Raise Revenue

LINCOLN—The legislature returned this week from the meetings with recess with consideration of the proposed \$220 million state budget as the main item of business left to be done.

But everyone also expected more debate on who was going to pay the cost of the proposed interstate route across Nebraska. Few expected an uneasy settlement made just before the recess to stand unmoored.

This is the proposed 400-mile defense superhighway the federal government wants built from Omaha past Lincoln, Grand Island, North Platte to the Wyoming border west of Kimball. The states share of the cost would be \$1.6 million a year.

This would be about one-fourth the amount of money the Nebraska state highway department would have to put on all of its roads each year.

So if the four-lane superhighway is to be built it would either mean cutting down on other road construction or else providing new revenues.

The legislature tied itself in knots last week trying to decide what to do. By the time members went home for the memorial day recess the legislature had taken only two definite steps toward raising revenue:

1. Voting a 16 percent increase in the cost of commercial truck license fees. Increases ranged from \$2.50 to \$125 and were expected to bring in \$625,000 a year.

2. Increasing the fee for automobiles weighing less than 3,000 pounds from \$6 to \$7. This would garner another \$200,000 a year.

But along the way was strewn the broken wreckage of a number of proposals. Here is a blow-by-blow account of what happened.

Crushed Legislation—When the debate opened there were these revenue-raising proposals facing the legislature:

Proposed license fee increases for all trucks—both commercial and farm, LB 519. The automobile fee increase was on the same bill.

A proposal to raise the state gasoline tax one cent to seven cents, LB 436.

A measure to place a ton-mile tax on the bigger trucks, LB 362. The revenue committee had proposed an amendment to make this apply only to non-Nebraska trucks hauling 15 tons or more.

Round one—Sen. Dwight Burney of Hartington proposed a half-cent increase in the gasoline tax. He said this would raise \$2.5 million a year, or more than enough. Gov. Victor Anderson told a group of senators this seemed the easiest way to get the job done. This was accepted by a vote of 18-10.

Round two—The oil dealers' lobby got to work overnight with some able assistance by the farm organizations and the railroads. Result—the legislature reversed itself 24-17 and killed the gas tax bill, LB 436. They were aided by an erroneous report that the truckers had worked for this proposal. While the truckers would have liked it better than a license fee increase, they weren't behind the initial move.

Round three—The truckers' lobby, aided by shippers and other business groups, barely killed the ton-mile tax proposal, LB 362, by a 22-1 vote. The choice here was excruciating for many senators. The railroads—xious to job their competitors, the truckers—have worked hard for this bill. But the trucking lobby tried to show the senators that it would force trucking companies out of their districts, thus losing them industry, truck taxes, and license fees.

Round four—By this time only the license fee increase bill was left. Some of the senators began to wake up to the fact that different lobbies were crumpling up the proposals one-by-one. By a bare majority the legislators refused to kill this bill. Then they added the increase to the automobiles and tacked on a 32 percent increase on commercial trucks. The ever powerful farm element in the legislature was able to sidetrack the effort to increase license fees on farm trucks.

Round five—Sen. K. W. Peterson of Sargent talked the legislature into cutting in half the proposed increases on trucks. He pointed out that this would come on top of a 60 percent increase slapped on the trucks two years ago. While a 16 percent increase was better than 32 percent increase as far as the truckers were concerned, it was evident they still didn't like it and might try to get it changed. Although Peterson is a former trucker, he insisted the Nebraska Motor Carriers association had nothing to do with his proposal.

The trouble seemed to be the lack of leadership in the legislature. And when some senators did try to hack a path out of the wilderness, no one would follow them. The result was that the lobby groups were able to make mincemeat of the proposals one at a time.

As the senators came back from recess the question was whether there would be round six. There still wasn't enough money being raised. But there was the chance that the truck increase might be the "compromise" that would suit everybody. Unlike it as they might, the truckers had to admit it was better than the ton-mile tax.

Big Budget—While the increase in the state government budget from \$194 million to \$220 million looked tremendous, appearances were deceptive in this case.

For one thing, the total budget includes everything that the state agencies have for spending. So it includes not only money from property taxes but from taxes on gasoline, cigarettes and liquor taxation and dormitory fees paid at the state institutions, of higher learning; federal grants in-aid for welfare, hospitals and high-

ways; and even such things as the money paid for football tickets at the University of Nebraska.

But when it came down to what the property owners would have to pay in increased taxes, the total seemed to come out around \$11 million more. This includes all the special levies for mental hospitals, institutional building construction, and funding of the state teachers retirement fund.

For the so-called general fund, about \$8.3 million more would be used. So this means the state general fund levy will have to be increased a little more than one mill (\$1 more tax on each \$1,000 worth of assessed property).

Why the increase? About \$2 million more is needed to help cure patients faster in our state mental institutions. Another \$2.8 million is needed to keep the University of Nebraska in competition with other nearby universities on faculty, services, and instruction. Almost \$1 million would go to the safety patrol to add more men.

A new ware program for the totally disabled will cost another \$1 million in property taxes. An increase of \$3 a month for each person on the assistance rolls—voted by the legislature—takes another \$1 million. The rest is needed to pay various agencies of government.

LAST WEEK CAP NEWS—The legislature drove hard last week, trying to plow through as many tough bills as possible before the decoration day recess.

Major decisions were made on two of the perennial problems—roads and schools.

It took two days of debate to get through the 63 section LB 187, a complete recodification of the laws under which the state highway department operates. These have needed overhauling for a long time and more and more law suits have crept up over discrepancies in the present statutes.

But this was no dust-dry recodifying of laws. LB 187 brought up for debate a number of principals involved in the total road picture.

Considering that the state highway department laid on the line many a law section for which it had fought hard in previous sessions, the department did well in initial debate.

It turned out that the greatest controversy came over something done by the state advisory highway commission. This was a proposal to streamline the 9,864-mile state highway system.

The commission after two years of study had recommended pruning 918 miles of the system, and adding 436. This had brought vigorous protests from the communities along the 918 miles. They came down before the public works committee at the hearing on LB 187 a couple of months and objected in no uncertain terms.

Senators from districts which would lose considerable mileage were just as vehement in fighting the "pruned" system. Sen. Frank Nelson of O'Neill, for example, said it was unfair to take this step when there had been no chance for a public hearing where people could have a chance to make a case.

But the legislature went ahead anyway and voted to adopt the map by a 22-14 vote. But this really put the fat in the fire.

The war was a scramble among the senators to tangle onto the revised system their particular highway or road. Sen. Charles Tvrdik of Omaha with a broad grin even proposed adding to the state highway system "two miles from Cedar Creek to my favorite fishing hole."

The "lose out" senators didn't even pause to smile. Finally, Sen. Norman Otto of Kearney, who had voted for the commission map, moved that the vote be reconsidered. He and seven other senators switched positions and the commission map was rejected. Only an hour of turmoil had elapsed.

That left the state with the present 9,864 miles of road which the state highway department maintains.

Controlled Access—Another section of LB 187 dealt with the right of the department to control access to some of its new, modern roads. Access control means the right to say where side roads are allowed to enter the highway.

The department contends it needs this power or dozens of hot dog stands, filling stations, and motels spring up—each with a separate driveway onto the highway—endangering traffic safety.

Somewhat to the surprise of observers, the legislature voted down all efforts to water down this power. Lobbyists for the filling stations had proposed amend-

any allegations that he had offered to block introduction of such a tax bill for a \$2,500 fee as alleged in the sworn testimony gathered by Clarke.

Joan Rosicky Weds Merle J. Sieler in Ceremony at Lynch

LYNCH—A very pretty May wedding took place at the Assumption BVM Catholic church at Lynch on Tuesday, May 24, when Miss Joan Rosicky, daughter of Mr. and Mrs. Earl Rosicky of Lynch, became the bride of Merle J. Sieler, son of Mr. and Mrs. George Sieler of Butte.

Before the altar decorated with flowers, Rev. Charles Kamber officiated at the double-ring ceremony and offered the nuptial mass.

The traditional Lohengren "Wedding March" was played as the bride entered the church on the arm of her father, who gave her in marriage.

The bride wore a floor-length white gown of imported hand clipped rosepoint lace with frothy nylon tulle over nylon net blended in a three-tier skirt. The bodice was trimmed with iridescent sequins and pearls, featuring a peter pan collar. Her fingertip veil of illusion net was held in place by a perky little hat with an edge of pleated tulle on lace and touched with sequins and pearls. She carried a bouquet of red roses.

Her only jewelry was a pair of pearl earrings, a gift of the bridegroom. She carried the traditional something old, new, borrowed, blue and a penny in her shoe.

Mrs. Dale Audiss was matron of honor and Miss Marliou Sieler, sister of the bridegroom, was bridesmaid. They wore identical gowns of lace and net over satin, blue and yellow respectively.

Each had a matching headband and carried colonial bouquets. Belinda Sieler, niece of the bridegroom, was flowergirl. She wore a blue gown of net over tulle with a matching headpiece. She carried a white lace basket of rose petals. Judd Allan was ringbearer. His suit was white with a navy blue jacket and he carried the ring on a satin white pillow. Dayton Sieler, brother of the bridegroom, was bestman. Bill Rosicky, brother of the bride, was the groomsmen. They wore blue and gray suits respectively. Each wore a carnation boutonniere.

Hugo Sieler, brother of the bridegroom, and Dale Audiss, friend of the bridegroom, ushered. Both the mothers of the bride and bridegroom chose navy blue dresses with white accessories. Each wore a corsage of pink rose buds as did the bridegroom's grandmother, Mrs. Nick Sieler of Butte.

The music during the wedding was furnished by the church choir under the direction of Sister M. Friscom, OSB, with Irene Stanger at the organ. Kathryn Mulhair sang "Ave Maria" by Gounod and at communion time "Oh What Could My Jesus Do More".

At the close of the services, the bride presented a bouquet to the Blessed Mother. Mrs. Ray Counts and Miss Irene Stanger sang "On This Day Oh Beautiful Mother".

After the ceremony a reception was held at the city auditorium for about 200 relatives and friends. The wedding cake was baked and decorated by Mrs. Albert Schindler and was cut and served by Mrs. Okley Patch of Indianapolis, Ind., aunt of the bride. Mrs. Stan Bjornsen and

Mrs. Henry Rosicky poured. Serving the bride's table were Miss Dorene Huber and Miss Jo-lyene Micanek, schoolmates of the bride. The bride was graduated from Lynch high school with the class of 1952 and has been teaching the past three years in Holt county. The bridegroom was graduated from Butte high school with the class of 1950 and since his discharge from the army in September, 1954, has been farming with his father. A wedding dance was given by the couple on the same evening at the Butte Legion hall after which the couple left on a short honeymoon. For going away the bride chose a navy blue suit with white accessories and the red rose corsage from her bouquet. Upon their return, the couple will live on a farm near Butte.

Embarrassing Moments Told in Roll Call—The Grattan Farmerette club met at the home of Mrs. William Hanley recently. Twelve members and one visitor were present. Roll call was answered by telling a most embarrassing moment.

The president, Mrs. Mabel Harmon, conducted the business meeting. Entertainment was furnished by Iris Eppenbach. Lunch was served by the hostess.

The next meeting will be at the home of Mrs. Rachel Harmon on June 8.—By Iris Eppenbach, news reporter.

Mr. and Mrs. W. D. Lashmett and daughter of Scottsbluff spent Monday with Mr. and Mrs. D. D. DeBolt.



SAVE 10% install bryant automatic GAS HEAT NOW Order a new Bryant Gas Furnace installed now—help us avoid a fall rush. From now until August 31st, you save 10% on any Bryant heating appliances. Ask your Kansas-Nebraska manager how you can buy now and pay with your gas bill. KANSAS-NEBRASKA Natural Gas Company Inc. For Dependable GAS Service

AK-SAR-BEN RACES MEET ENDS JULY 4th No Racing on Sundays or Mondays (Except Monday, July 4th) 8-Races Daily-8 ADMISSION 75c (Including State and Federal Tax) LADIES' DAYS TUESDAYS and FRIDAYS (Admission for Ladies 50c) NO CHILDREN ADMITTED DON'T MISS THE \$10,000-ADDED AK-SAR-BEN HANDICAP JULY 4TH POST TIME 2 P.M. RAIN OR SHINE TWILIGHT RACES EVERY THURSDAY 3:30 P.M.

Benefit Dance American Legion Ballroom — O'NEILL — Saturday, June 4th — Music By — NOSMO KING ORCHESTRA Adm.: Adults \$1.00 — Students 50c Proceeds go to the purchase of athletic equipment for Company D, National Guards, O'Neill In Cooperation with the AMERICAN LEGION AMERICAN FLAGS Cleaned Without Charge June 1 — June 12 For Flag Day, June 14th FLAG DAY, June 14, is the day set aside each year for Americans to honor their flag. At home, at sea, in far corners of the world, civilians and members of our armed forces will pay their respects to Old Glory. HELP TO INSURE "New Glory for Old Glory" . . . bring in your flag. Speak up for America with the Stars & Stripes on Flag Day, June 14. O'Neill Cleaners — O'NEILL —

MONEY TO LOAN — on — AUTOMOBILES TRUCKS TRACTORS EQUIPMENT FURNITURE Central Finance Corp. C. E. Jones, Manager O'Neill, Nebraska

PUBLIC SALE Belonging to the late Walter Richard; on premises on west edge of Chambers on — FRIDAY, JUNE 3rd — 1 P.M. Farm Machinery Including 1949 3/4-ton Chev. pickup with stock rack; 1947 Ford tractor, power lift, excellent cond., second; 14-in. 2-bottom plow; cultivator for Ford tractor; 7-ft. mower for Ford tractor; 2-row stalk cutter; J-D manure spreader; 12-ft. hay rake; G.I. compactor, 1-yr.-old; harrows; harness; wire; cribbing; stock tanks; lumber, chute, hot waterers. Household Goods DeLaval Jr. cream separator; good GE elec. refrig., like new; 10-in. oil burner; cabinets; cupboards; beds; bedding; dining room table and 6 chairs; dressers; desk; elec. washing machine; radio; davenport, etc. Terms: CASH. Clarence Richard & Leona Hodgson Owners Col. Ed Thorin, O'Neill, Auct. — Chambers State Bank, Clerk

SAVE! ON THIS LOVELY 10 PIECE LIVING ROOM ENSEMBLE Our "Item-of-the-Month" for June What a value! 1 Original styled sofa bed. Makes into full size one piece bed. Hardwood frame, coil spring seat and back, steel frame, lined oak trim. Metallic tapestry cover in red or green. 2 Modern lined oak rocker in matching cover. 2 Marlite plastic top lined oak step tables. 2 Brass and black table lamps. 1 Marlite plastic top lined oak coffee table. 1 Beautiful plastic top upholstered hassock with black iron legs. 2 Brass and black wall plaques. Chair, sofa, and table legs have brass ferrules. 10 PIECES! Come In and See Them A REGULAR \$225 VALUE Special this month \$149 Ea. EACH OF THE TEN ITEMS MAY BE BOUGHT SEPARATELY All for \$189.50 BIGLIN'S "The Home of Fine Furniture"