

Prairieland Talk

Helps Calm Troubled Waters

By ROMAIN SAUNDERS, Retired, Former Editor The Frontier

LINCOLN—I grasped the warm and capable hand of Will McNichols something over a week ago. Mr. McNichols was in Lincoln when he contacted me by telephone, extending a gracious invitation to dine with him. So we occupied a table in the Cornhusker dining room.

Back in Nebraska from his Hollywood, Calif., home, I think Will's memory brought to him the enticing odors of his mother's mulligan stew. Anyway, something of that nature was what we both ordered and while stowing it away as only two husky guys can, we visited. He had been to O'Neill and also over in Iowa to close up some business interests and he was now renewing former experiences in Lincoln by contact with friends of other days when he was part of Gov. Charley Bryan's statehouse administrative group.



Romain Saunders

He had also been in Lexington, down in Dawson county, where he had practiced law before going to Southern California.

At Lexington, if I understood correctly, he met and married his wife, a cultured and charming lady who at this juncture came to our table, having but recently arrived from a short sojourn with friends in that town. It was my first meeting with Mrs. McNichols.

Will is one of several thousand lawyers endeavoring to calm the troubled domestic waters in Los Angeles county and uphold the peace and dignity of the great state of California. I judged that Mr. McNichols is kept busy in his professional life, but above all finds home and the companionship of a worthy life's companion his richest reward.

He still thinks of O'Neill as home and he and Mrs. McNichols now plan to slow up activities and spend more time with Nebraska friends.

The vacation of Jupiter Pluvius ended as related to the midcontinent region when autumn bowed in on prairieland. The good earth is now sufficiently wet for Jack Frost to seal up for winter. Clouds without a peephole hide the sun another day and the weather man talked again this morning of "scattered showers." Somewhat depressed, as I was garbed in raincoat and high-top boots, a lady met with on the street greeted me with, "Isn't that a great rain? And we need it so much." I felt better. On a rock near the top of Mt. Washington is a marker where a woman climber lay down and died. One hundred steps more would have taken her to a hut where she would have received the help she needed. We are too easily overcome by the immediate environment. The lady in the rain on the street visioned renewed growth from the ground and the sun still shining above the clouds.

With apologies to the memory of Kipling: I have six busy serving me who taught me all I know—What and Why and When, and How and Where and Who.

In the beginning this department was wafted in as "Southwest Breezes." Some notes from the Breezes float in again from the '30's: Howard Berry was piloting his Ford over hill and down dale, hounds along sniffing the ground for the scent of coyote tracks. . . The John Widman family with house trailer hooked to their car were heading for Texas. . . H. L. James and one of the ranch hands spent a day in the Clearwater neighborhood. . . Tom Baker's Sunday morning rest was brought to an end when he caught the bawling of cows and calves, rolled out of bed at daybreak and hustled out to see if a calf was in the jaws of a wolf, but found the cattle were just having a morning concert of their own. . . W. H. Crumley was over from near Page to attend the Widman sale. . . Mr. and Mrs. J. Roblyer were moving from Swan precinct to a farm near Atkinson. . . Raymond Bly was not finding enough at home to husk corn over of mischief, so he took on a job of husking corn over in the Chambers community. . . Mrs. Baker wielded the paint brush and brightened up the Riley ranch house. . . Elmer Coolidge and Berle Waldo each improved their premises by building new barns, and Blake Ott put an addition to his filling station. . . Mrs. Bernice Kennedy went to Red Cloud for a week's visit. . . Mrs. Ned Saunders and Mrs. H. Eno of Lincoln and Miss Mildred Saunders of Glendale, Calif., spent a week at the "Breezes" household. . . Tom Salem closed his store in Amelia for a few days which he spent in South Dakota looking after his real estate interests.

If this reaches the printers the danger will have passed. An Indian woman down on the Canadian river bottoms in Oklahoma tells of a visit from a majestic being from another world who told her the United States would be destroyed by bombs and an earthquake October 13—completely and entirely like ancient Sodom, and no funeral expenses.

Autumn gold has turned to mud. Yellow fallen foliage lies at your feet a sorry mess. Tinted velvet petals of autumn's floral tribute droop as though sorrow-laden. The prairie's silken gown is wet. Stately trees weep and from the rooftop comes a rhythmic drip as if beating time to a sort of runic rhyme. Be still, gloomy guy, and cease repining—behind the clouds the sun is still shining. And ere this sheet comes from the typewriter the clouds have shed their last tear, the sun looks down upon the sodden earth and within the hour the prairieland gown will have been wrung dry, drip from roof and tree silenced, flowers retain their fragrance and color—the rain is over, tonight the stars shine and tomorrow the autumn mud will become gold.

A gentleman who is a native of a state bordering our neighboring country on the north and whose occupation during life's active years took him many times into every state in the Union, has come to rest in retirement in a suburb of Lincoln, his considerate judgment after seeing it all being that Nebraska is the place to live.

News, Views and Gossip

BY THE EDITOR

Tragedy — No Less

In the editorial columns of this issue we've presented some background information and made some comment on the very real possibility of losing two trains per day on the Omaha-Chadron line of the Chicago & North Western railroad. The company officials say the combination mail-express-passenger trains, number 13 and 14, operating through O'Neill during the early morning hours, are sustaining losses of 60-thousand-dollars per year.

Most people accept these two trains for granted and many people dismiss rather lightly their importance. Inasmuch as our interpretation of the situation is conveyed in the adjoining editorial columns, we'll not add anything here, except to say that the loss of these two trains would be a real tragedy and their services are irreplaceable.

McCarthy, Sales, Oats

Ralph Leidy, the retired propane gas dealer and hatchery operator, now residing at Bentonville, Ark., stopped in the office recently. He wanted us to know he's anti-McCarthy and has been following our pro-McCarthy observations with a grain of salt. Comes now, the story about an O'Neill businessman who was mowing his lawn one fine evening this past summer. A peddler came up and interrupted the mowing operation. The door-to-door salesman wanted the business to peddle some of his literature. Joe McCarthy, jr., the mower-pusher, said: "Okay, mister. You run the mower and I'll read the literature!" In the best tradition of salesmanship, the stranger began shoving the machine, chewing up grass by the yard. Joe gave the hardworking peddler an "E" for effort but did not buy. . . Until these lines were written, it appeared Earl Eppenbach, farmer living three miles northeast of town, could harvest a second crop of oats. He combined a 15-acre patch in early July, plowed the field and a tempting volunteer crop has come along—thanks to a belated killing frost. Vern Gorgen, who combined the original crop, may have been called in again before these lines are printed. . . Something for the record, eh? —CAL STEWART

Teachers to Entertain Board Members

The Holt County Rural Teachers' association met in the band room of the O'Neill public school Wednesday evening, October 13, for a get-acquainted session. The evening was spent playing games which were led by Doty Moore and Twila Sobotka and a skit was presented by them and others in their group. The next meeting will be November 10 in the band room. The film, "Skippy and the Fourth R," is scheduled. The school board members are to be guests of the teachers. About 40 teachers and guests were present at last week's meeting. It is hoped that more will be able to come next time, officials said. A lunch was served in the home economics room at the close of the evening.—By Lucille Mitchell, news reporter.

Mr. and Mrs. Leo Brill attended the 37th wedding anniversary festivities honoring her parents, Mr. and Mrs. Louis Kirkland, on Sunday in Atkinson. Others present were Mr. and Mrs. Charles Kirkland and Mr. and Mrs. Louis Vinzenz.

Royal Theater — O'NEILL, NEBR. —

Thurs.-Fri.-Sat. Oct. 21-22-23
This is Not Family Night!
Jeanne Crain, Dana Andrews, David Farrar

DUEL IN THE JUNGLE
Color by technicolor. Through the screeching jungle haunts, across the veldt of violence, past lion fang and boa coil . . . they shadowed the "Dead Man of the Transvaal." They had to bring him back alive!
Adults 50c; children 12c; matinee Sat. 2:30. All children under 12 free when accompanied by parent

Sun.-Mon.-Tues. Oct. 24-25-26
RING OF FEAR
Warner Bros. present it in Cinemascope and Warnercolor with 4-track Stereophonic sound. Clyde Beatty and his gigantic 3-ring circus, Micky Spillane, Pat O'Brien, the George Hanford bareback riding family, Flying Zeechins, Wallenda Wonders and other world-famous circus acts.
Adults 50c; children 12c; matinee Sun. 2:30. All children unless in arms must have tickets

INSURANCE of All Kinds
Bonds — Notary Public
20% SAVINGS ON YOUR PREMIUMS
RELIABLE COMPANIES
PROMPT SETTLEMENTS
Office in Gillespie Radio Bldg.
PHONE 114 or 218 — O'NEILL —
L. G. GILLESPIE AGENCY
Established in 1893

THE FRONTIER
CARROLL W. STEWART, Editor and Publisher
Editorial & Business Offices: 122 South Fourth St.
Address correspondence: Box 330, O'Neill, Nebr.
Established in 1880 — Published Each Thursday

Entered at the postoffice in O'Neill, Holt county, Nebraska, as second-class mail matter under the Act of Congress of March 3, 1879. This newspaper is a member of the Nebraska Press Association, National Editorial Association and the Audit Bureau of Circulations.

Terms of Subscription: In Nebraska, \$2.50 per year; elsewhere in the United States, \$3 per year; rates abroad provided on request. All subscriptions are paid-in-advance.

Audited (ABC) Circulation—2,335 (Mar. 31, 1954)

When You and I Were Young . . . Strangers Grabbing Good Land Cheaply Influx of People Every Day

50 Years Ago

J. P. Mann bought the first page of this week's Frontier to announce his great discount sale—the greatest ever conducted in this county. . . W. H. Hodgkin and Merritt Martin left for Lincoln to attend the annual session of the Nebraska grand lodge, Independent Order of Odd Fellows, as delegates from the local lodge. . . Strange faces are seen on our streets every day and generally speaking the strangers are coming here with a view of locating permanently. Land can be had cheaper in Holt county than any place in Nebraska, taking into consideration the quality of the land on the market. . . George E. Bowen, son of Mr. and Mrs. A. F. Bowen, and Miss Laura A. Myers were united in marriage at the residence of the bride's parents, Mr. and Mrs. William Myers.

20 Years Ago

Mr. and Mrs. John McCaffrey of Pittsburgh, Pa., former O'Neill residents, celebrated their golden wedding anniversary at their home in Pittsburgh. Mrs. McCaffrey is the former Miss Mary Donlin, daughter of the late Mr. and Mrs. John Donlin. . . Andresen & Beckman of Bloomfield have rented the building formerly occupied by Margaret's Beauty shop and the idle Hour cafe. They will open a drug store therein as soon as the building has been remodeled. . . Parts of northern Nebraska have a little corn and a fair crop of fodder crop. However, the state's corn crop yield is only one-ninth of the yield a year ago. . . The 32d Eucharistic congress is to be held in Buenos Aires. . . May-Kersensbrock and Supervisors Sullivan, Carson and Steinhauser spent a day in Lincoln inquiring

into the withdrawal of bids on the Fourth street paving project.

10 Years Ago

Harold Lindberg nearly lost an eye while hunting in Boyd county. Some stray shot hit him in three different places with one shot striking his glasses. The shot lodged behind his eyeball. . . Jerry Summers was struck in the neck by a 22 calibre long rifle bullet while cutting wood in his backyard. The bullet narrowly missed his jugular vein. As yet there is no knowledge as to who fired the shot. . . The O'Neill high Eagles won their second consecutive game when they defeated Creighton, 25-0. St. Mary's Cardinals continued to roll in high gear and won their fourth consecutive victory against no defeats when they trounced Verdigre, 34-10. . . Floyd M. Jareske was awarded the bronze star medal for heroic achievement against the enemy over a period of six days which aided materially in the advance of his company in France.

One Year Ago

Five thousand persons were served during O'Neill's second annual Pillsbury pancake day. An estimated 1,500 more servings were provided than a year ago, according to General Chairman Henry Lofflin. . . Mrs. Alice A. Axtell, aged Stuart woman, is looking forward to her 102d birthday anniversary on November 22. . . Picking of this year's corn crop may be completed in some Nebraska counties by the end of the week. . . An age-old rivalry will be renewed in Carney park when the O'Neill high Eagles go against the Neligh Warriors. To the winner will go the Frontier-Neligh News trophy, which annually goes into the possession of the winner.

Arrive from Omaha

Mr. and Mrs. H. E. Godek of Omaha arrived Friday and will visit for a week at the home of Mr. and Mrs. Francis Bazelman.

Mr. and Mrs. John Roper of Milwaukee, Wisc., were houseguests this week of Mr. and Mrs. L. F. Beckenhauer.

Card, Hankie Shower for Mrs. Adams

The Kellar Ladies' club met on October 7 with Mrs. Ray Hoffman, assisted by Mrs. Donald Hoffman. There were 11 members and four children present. Roll call was answered by each one giving their birth date and place, which proved quite interesting. Cards and handkerchiefs were brought to be sent to Mrs. Lois Adams for her birthday anniversary.

Return from Texas

Mr. and Mrs. Harden Anspach returned Tuesday, October 12, from San Antonio, Tex., where they had been visiting their son and daughter-in-law, A/1 and Mrs. Keith Anspach, for three weeks. Airman Anspach is stationed at Lackland air force base.

Mrs. Clyde Kiltz received the door prize.

The next club meeting was to be with Mrs. Clyde Kiltz October 20, Mrs. Guais Wintermote assisting.

After a short program conducted by Mrs. Donald Hoffman and Mrs. Guais Wintermote, a period of records and visiting was enjoyed.

A lunch was served by the

hostess assisted by the co-hostess, Mrs. Hoffman.

REX W. WILSON, M.D.
ROBT. M. LANGDON, M.D.
PHYSICIANS & SURGEONS
128 W. Douglas St., O'Neill
Phone 138

Ninth Annual Production Sale

65 — Head of — 65 Registered Herefords

AT AUCTION

Creighton Livestock Pavilion

CREIGHTON, NEBRASKA

Friday, October 29th — 1 P.M.

38 BULLS
Ranging in age from 14 months to coming 2 years. These are sired by seven different bulls, giving a good opportunity for buyers who have purchased in any of our previous sales. Sires represented in this sale are: BACA PIONEER 2d, LH EMBLEM 22d, RPH HELMSMAN 32d, JO BACA IMPROVER 14th, PCR BACA PATRON 10th, ZATO HEIR P. 81st, REAL SILVER DOMINO 118th.

27 FEMALES
Those of breeding age will have been bred, others to sell open. Those that have been bred will carry the service of our reference herd sires. Sired by seven different sires. Calftood vaccinated.

For Catalog Write:
JOE J. JELINEK & SONS
Verdigre, Nebr.
CHARLES CORKLE, Norfolk, Auct.; Laurence Buller, Nebraska Farmer, Fieldman; H. L. Mackey, Omaha Journal-Stockman, Fieldman.

Editorial

Patronage Would Help

The news the Chicago & North Western railroad contemplates taking appropriate steps to discontinue the two Omaha-Chadron passenger-mail-express trains, operating through O'Neill, is discouraging to say the least. The C&NW declares that careful studies of the trains' operations have been made, covering a period of several years, and the two trains are sustaining a net loss of well over 60-thousand-dollars annually.

This should not come as too much of a surprise, as most of us have been aware the railroads have been hurting financially for many years and that the three-pronged pincers applied to the rail companies has resulted in crippling blows.

These pincers might be described this way:

1. Competition. Truck, bus and air competition, all government subsidized, have made deep inroads on rail revenue throughout the country, until only a handful of railroads with so-called "long hauls" are making any money. If trucks and busses had to build, pay for and maintain their own right-of-ways, the railroads could easily meet that competition and could be solvent. The rails could be expanding services instead of contracting them.
2. Unions. The popular "feather-bedding" has worked economical hardships on rail management. Rail unions have become so strong the result is the unions, rather than management, are running the railroads. The stronger the unions, the less emphasis on good public relations. Unfortunately, rail public relations have been deteriorating steadily.
3. Government control. Railroads, despite the increased government subsidized competition (appearing in a half-dozen different forms), are under rigid government control. Our guess is if railroads were permitted to operate in a free economic atmosphere they'd be healthier.

But right now the Chicago & North Western people are at the end of their rope. They say the future is bleak, they foresee no letup in the losses being sustained on the 447-mile Omaha-to-Chadron run for these two trains, and they're considering taking the necessary steps to have these two trains discontinued.

Actually these two trains do a terrific amount of work. They haul tons of mail each day which insures reasonably dependable service to thousands of people in northeast, north-central and northwest Nebraska and south-central and southwestern South Dakota. We'll venture to guess that people in 40 counties are dependent upon these trains for incoming and outgoing mail, for railway express and, to an ironically small extent, passenger service.

The mail service is exceptionally good and regular—although unappreciative people are prone to refer to the train as "a galloping goose," "Toonerville trolley," or "what have you?" There are a number of mail clerks on those trains who perform a great deal of important work and service in the night while other people sleep.

If rail transportation for U.S. mail is supplanted by highway motor carrier, you can kiss goodbye to the relatively fine mail service that has been enjoyed. Mail clerks on the Omaha-bound train perform more work between 5 p.m., and 7 a.m., aboard number 13 than all the postoffice employees along the line on duty between these hours. A loss of these clerks would be keenly felt in the normal course of business affairs along the route.

Feeder star mail routes make connections with these trains at Fremont, Scribner, West Point, Wisner, Stanton, Norfolk, Neligh, O'Neill, Atkinson, Bassett Ainsworth, etc. They fan out in each direction for miles.

Our highways already are overburdened with trucks and the postoffice department is mighty shortsighted, on one hand, in denying the rails a few cents margin per sack and, on the other hand, imposing vast fleets of motor trucks on the highways to carry the mail. Substituting 50 or 60 trucks (a guess) on the Omaha-Chadron run for the trains would merely compound the hazards of the highways.

Winters can be fierce on these windswept plains and we look back on some nightmarish winters in which the C&NW mail trains were running when all other forms of transportation were stopped in their tracks.

We look back on the war years and realize the railroads hauled about 95 percent of the internal load in these United States to carry the war to the enemy. When droughts come the railroads are called upon to haul feed and supplies at greatly reduced rates.

Sure, railroads have committed their sins and have fallen short in some of their responsibilities. The railroads have hit the bottom and if the highway massacre and congestion continue (there's no indication the condition will do anything but worsen), the railroads might be on the verge of bouncing back.

The Frontier feels any right-thinking person will analyze this situation and help save these two trains—which, after all, are merely illustrations of a chronic rail illness that persists everywhere in the country. This Omaha-Chadron line, however, is not an ordinary branch. It's a vital artery in the economy of this region and, while ponderous freight trains continue to roll, presumably on a profitable basis, the contemplated cutback in mail-express-passenger service is disturbing and discouraging. We should like to see the service expanded rather than contracted.

A realistic adjustment in the matter of subsidizing other forms of carriers, loosening of the "feather-bedding" grip and a relaxation of interstate commerce controls would make the railroads healthy again and permit the rail companies to improve their services. A little patronage from all of us would help.

The nation's railroads have made great strides since the end of World War II to modernize their equipment and to speed deliveries and service.

Right now folks along the Omaha-Chadron line of the C&NW are faced with the prospects of a backwoods predicament and the Frontier feels righteously concerned about it.

POLITICAL ADVERTISEMENT

Vote For

ALBERT (AI) SIPES

Republican Candidate FOR SHERIFF OF HOLT COUNTY

- ★ Experienced
- ★ Capable

Your Vote Appreciated

At the General Election November 2nd

The Basic Idea Behind the All-New 1955 PONTIAC

On Display October 29 and 30

ABOUT 30 years ago General Motors Corporation presented to America a new car called Pontiac. This new car was the direct result of a very specific idea.

The idea was this: to create a car which took its style, its engineering principles and its features from the very best and most expensive in America—and to build these into a car priced just above the very lowest!

Naturally, such an idea produced a wonderful and highly popular car—a car which millions of satisfied owners have driven with outstanding pride and pleasure.

Now, nearly three decades later, an entirely new Pontiac has been created for 1955—a car completely new from the ground up!

One thing, however, about the 1955 Pontiac remains unchanged—its basic idea—to offer the American public the very finest car that can possibly be built to sell at a price within easy reach of any new-car buyer.

When you see the new Pontiac on Friday or Saturday—Oct. 29 or 30—you will be immediately impressed by its remarkable new styling. No other car in the world looks like this new Pontiac!

When you drive it you will be astonished at its performance. For the 1955 Pontiac introduces the powerful new Strato-Streak V-8, an all-new engine that has already been proved in more than 3 million test miles!

When you price the new Pontiac you will come face to face with the basic Pontiac idea—you will be agreeably surprised that so much car, so much sparkling newness, so much luxury, so much downright goodness can be priced so near the very lowest.

We cordially invite you to come in on Friday or Saturday and see for yourself what a superb all-new General Motors masterpiece has been created to carry the wonderful name "Pontiac" for 1955.

WM. KROTTER CO.

PHONE 531 O'NEILL, NEBR.