By MELVIN PAUL

For one thing, there are already 9,660 miles on the state highway system. And the catch is that with the new revenues provided by the 1953 legislature, it will take nine years before all the roads that the state highway department considered "dangerously" sub-par can be improved.

Then legislatures through the years have passed bills establishing statutory routes which never got built. There are 1,865 miles of these routes scattered in 72 places, all over the state. A good reason for not building

these is that the department has been saddled with other types of roads through the years. For example, the legislature once passed a law authorizing the

department to build a connecting state highway to the following kinds of cities and villages:
Any village within two miles of a state highway.

Any village with a population of at least 50 and a postoffice if within three miles of a state high-

Any incorporated village not served by a railroad if within six miles of a state highway

Additions Galore-

Another "gimmick" which added roads to the department's responsibility—and seldom with any increase in revenue—was a law which said the state should maintain any roads built in part by federal funds. So counties matched federal funds for the improvment of their roads which were most expensive to maintain. That didn't stop until the 1949 legislature changed the law to provide that the state doesn't have to maintain federal aid secondary routes unless state funds are put into their construction.

The department also had to take over access roads to military installations and plants which it had built for the gov-ernment in World War I'.

In 1926 the department was told to maintain all state highways within corporate limits of villages of less than 1,400: A year later it became responsible for maintaining these highways in towns of less than 2,500 population. In 1935 the department was made responsible for paying half the cost of maintenance for wear and tear on these highways down the streets of towns with populations between 2.500 and 25,000.

add to the state highway system it chooses. The state can take federal-aid secondary highway could be built in connecting villages to the state highway system. And there are those 1,865 miles of statutory road never

The catch, of course, is that the commission will have the same trouble finding the money for these projects that the department has. Especially when the existing system is getting no younger month by month.

Explosives Hauling-

A neat bit of "toss the hot potato" was exhibited at the statenouse when Gov. Robert Crosby called a meeting to discuss the problem of hauling explosives. The truckers were there to prove they were victims of "hysteria" arising from the fire-caused ex-plosion of an amunition truck Omaha. The representatives of the army and the deto see that the hauling of these essential materials wasn't unduly nampered. Omaha safety officials were there trying to get action on all dangerous types of hauling. City officials were there to get backing for proposed ordinances to either ban or slow down the

Conspicuously absent were the railroads, who would stand to gain the most if ammunition trucks were banned from the highways.

Nothing much happened in the way of constructive conclusions. Everybody agreed that explosives are dangerous. Most agreed that a country engaged in pre-

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esting reversal of a scene several weeks before when operators of motels, restaurants, and service stations had come in to plead with Crosby and State Engineer LINCOLN—As the new state high way advisory commission held its first meeting here this week, members found out that their job of "planning the state highway system" covered a lot of ground.

LINCOLN—As the new state highway advisory commission held its first meeting here this way advisory commission held its first meeting here this way advisory commission held its first meeting here this way advisory commission held its first meeting here this highway system" covered a lot of ground.

L. N. Ress that there be no planning of bypasses which would take highways out of their towns. But at the ammunition hearing the cry from the cities was to bar the truck record is as safe as any other." And it was obvious that their job of "planning the state highway system" covered a lot of ground.

L. N. Ress that there be no planning of bypasses which would take highways out of their towns. But at the ammunition hearing the cry from the cities was to bar any other." And it was obvious that trucks—which have the same legal rights to the highways as any other. The couple will reisde in Denvir of Connellsville.

The couple will reisde in Denvir of Connellsville.

Such false promises of an easy solution.

Joseph Ridgeway

Weds Today—

V. Joseph Ridgeway, son of percent real estate asssessment withing the cry from the cities was to bar the trucks—which have the same any other." And it was obvious the trucks—which have the same any other. Weds Today—

W. Joseph Ridgeway, Into the will reisde in Denvir of Connellsville.

The couple will reisde in Denvir of Connellsville.

The couple will reisde to explain why he had to odius the truck record is a statewide tax equalization administration, that the ammunition hearing of bypasses which would take highways out of their towns. But at the ammunition hearing of the cry from the cities was to bar the cry from the cities was to bar the trucks—which have the same any other." And it was obvious the trucks—which hear to get power and the cry from the cities was to bar the cry from the cities was

bitter dispute any more than | traveling through the centers of | boost. As if that wasn't enough, the towns and possibly blowing one of his severest critics, Sen. For observers it was an inter-

was on the platform. Both Car-

But the governor told the aud-

Connellsville, Pa., in nuptial rites today (Thursday) in Immaculate Conception church at Connells-ville. The bride - elect is the

THE FRONTIER, O'Neill, Nebr., Thurs., Oct. 29, 1953 .- PAGE 5. Sunday and Monday on business Their boys, Billy and Richard, stayed with their grandparents, Mr. and Mrs. George Beatty of

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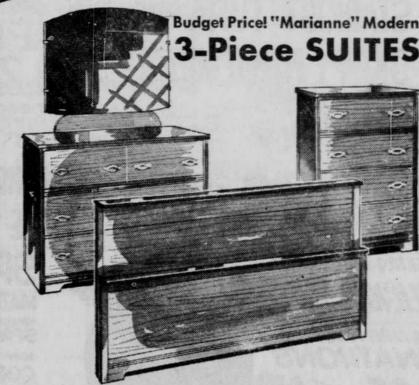
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