

THE FRONTIER

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Protecting the Public

Public welfare and the rights of the individual citizen are given little consideration in a bill introduced in the legislature, according to A. C. Gardner, former president of the Nebraska Press association and present chairman of the press legislative committee.

LB 145 would limit all legal notices relating to actions or events that have taken place to only one insertion and all notices of contemplated actions such as execution sales, notices to defendants, court hearings and many others would be limited to three insertions.

The Nebraska Press association favors continuance of present laws which adjust the number of publications to the importance of the action.

Many notices are now published only once, such as city ordinances, notices of election and proceedings of official bodies. Others, usually dealing with small purchases are published twice. Most notices in connection with the settlement of estates are published three times.

The law as proposed by the judicial council would not provide for three publications of all notices. In actual practice, it would reduce to 15 days the time necessary to notify a man that his farm, home or business building was being sold at sheriff's sale. A fellow might take a 15-day vacation and come home to find that his home had been sold out from under him. Under the present law, 30 days notice is required. The proposed law would also reduce the time on other very important transfers of property.

There are now hundreds of laws governing public notices. Each of them was passed after careful consideration, to protect the people's interest adequately under many different situations. More notice was found necessary in some cases, less notice in others.

The protection of the public is more important than the convenience of the lawyers or publishers, Mr. Gardner contends.

The Nebraska Press association believes present laws should be continued as they are, and opposes any attempt to standardize them.

* * *

Satire on the License Plates

Reed also thinks it could have B1C3W for Blair's third ward in duced an excellent piece of satire pertaining to the strange new license-plate designations in Nebraska.

Recently, O'Hanlon dwelt at length on the confusion which could reign over the difficulty in reading the markers. He suggested his new plate now reading W1984A could easily include the state in the letter-designation and read NW1984A.

It could also carry the township—in Reed's case DeSoto—to be abbreviated to "DeStwp" and make the plate read NWDeStwp1894A.

Reed also thinks it could have B1C3W for Blair's third ward in which he lives, making the plate read NWDeStwpB1C3W1894A.

And why not the street address, too, suggests O'Hanlon, with the observation that the plate could be tied around the car and wired to the door handles. He thinks 103 East Grant street could be added and the plate would then be NWDeStwpB1C3W103GS1984A.

As a clincher, he suggests . . . "an alert minion of the law, would save himself a lot of trouble if he ever caught up with a

A New "Closed Door" Policy



Young Physician Coming to Stuart

STUART—On Wednesday, January 24, a committee from the Community club met with Dr. M. A. Kellett, of San Francisco, Calif.

Doctor Kellett decided to locate in Stuart and made arrangements for an office and an apartment.

Doctor Kellett is a physician and surgeon, a graduate of Arkansas university of medicine and has been studying neurology in San Francisco.

Doctor and Mrs. Kellett will move to Stuart in about 10 days. Stuart's new doctor is only 31-years-old. He served with the medical corps during World War II.

Doctor Kellett succeeds Dr. F. J. Clark, who has returned to Gregory, S. D.

Other Stuart News

Mrs. Bertha Kohlschmidt and son, Melvin, will move to Atkinson.

Mrs. James Keisler arrived this week. The Keislers were married during the Christmas vacation and are now living in an apartment at the Hirsch home. Mr. Keisler is the Stuart high school science and mathematics instructor.

Rex Coffman and John Obermire, students of agriculture college in Lincoln, came home on Thursday, January 25, to spend the weekend with their parents.

Miss Donna Krotter, student of University of Nebraska in Lincoln, spent the weekend with her parents.

Mrs. Leonard Bazelman, of O'Neill, visited in the Wilfred Seger home on Wednesday, January 24.

Miss Lorraine Coats, university student in Lincoln, came home on Wednesday, January 24, and spent the remainder of the week with home folks.

Mr. and Mrs. Geo. Beck, of Atkinson, and Mrs. Clarence Johnson visited with Mr. and Mrs. Mahlon Shearer on Friday, January 26.

Fred Mitchell went to Lincoln on Wednesday, January 24, for a meeting of 4-H club leaders. He received two days' instructions on soil conservation and returned on Saturday.

First Lt. J. L. Permenter and wife, of North Carolina, have

fugitive auto. He could just scribble down the license information, call headquarters and inform the chief the guy in question lives at 89004 South 125th street in Omaha, wears a 6½-size hat, is fond of marshmallows and has two children."

This would be deduced by reading the plate NXFrxtwpOmC25W-89004S125S4523C6½M2C!

4 O'Neillites Among Midyear Graduates

Among the 511 persons who were midyear graduates at the University of Nebraska are the following O'Neill people:

Edward J. Condon, bachelor of arts in the college of arts and sciences.

Marvin E. Holsclaw, bachelor of science in the college of pharmacy.

Louise Ann Iler, bachelor of science in education (with distinction).

Other midyear Nebraska university graduates from this region are: Norman W. Reninger, of Chambers, bachelor of science in electrical engineering; Donald D. Stockholm, of Niobrara, bachelor of mechanical engineering; Marjorie A. Hossack, of Chambers, bachelor of science in education.

Top Butchers Bring \$20.60 at O'Neill

Eight hundred hogs were sold at the O'Neill Livestock Market on Thursday, January 25, with top butchers, weighing 200 to 270 pounds, hitting a top of \$20.60.

Other top butchers sold from \$20.20 to \$20.60. The 260 to 300 pound butchers ranged from \$18.50 to \$19.25.

Light sows were quoted from \$18.50 to \$19.25; heavy sows, from \$18.50 on down.

Feeder pigs were higher than the week before and there was a good supply. These feeders are sold by the head and it's difficult to report a price on them.

About 450 head of cattle were consigned to the O'Neill Market. Light steer calves sold from 40c on down to 37c; good heifer calves, from 34c up to 36½c; "fair-to-good" yearling steers, from 30c to 32c; yearling heifers, from 27c to 29c.

Cows, the cutters and canners, were quoted from 18c to 19½c, and the better fat cows from 20c to 23c, and a handful of these better fat cows went as high as 25c.

Good bulls sold as high as \$26.00.

"Voice of The Frontier" . . . WJAG (780 k. c.)

Coyotes Have Yet to Win Game

By BURL YOUNG

Last week we received our report cards. Most of the students were "quite satisfied".

Algebra II students are studying roots of letters and numbers. Modern Problems class has been studying the need of education. They wrote out the names and terms Thursday.

English literature class has been studying short stories. They have been quite interesting so far.

Physics class has been studying heat and how it travels. Typing I class have been having quite a time typing without

making any mistakes.

Chambers Coyotes dropped their 10th game of the season to O'Neill public in the Holt county tournament last week.

Chambers has lost every game this year. Coach Tom Hutton can't understand why the team can't win. He says, however, they are looking better in practice.

DR. J. L. SHERBAHN
CHIROPRACTOR
Complete X-Ray Equipment
1/2 Block So. of Ford Garage
O'Neill, Nebraska

GIRLS' SHOPPING Headquarters!



Both Everyday and Dressy Styles! TODDLERS' COTTONS 1.98

See our colorful collection of pretty dresses for little girls! Everyday and party styles featuring self ties, buttons, bows, dainty lace and ric-rac! All have full skirt, short sleeves. Choose from long wearing poplins, percales, broadcloth. Sizes 1, 2 and 3.



the Railroads RESPECT...

What is the TRUTH?

the Labor Unions seek to

REPUDIATE this agreement!

At various states in the present dispute with the brotherhoods of railroad operating employees . . . the railroads agreed to arbitrate. The union leaders refused. . . the railroads accepted the recommendations of President Truman's Emergency Board. The union leaders refused. . . the railroads accepted the White House proposal of August 19, 1950. The union leaders refused. Finally an Agreement was signed at the White House on December 21, 1950. Now the union leaders seek to repudiate the Agreement. The railroads stand ready to put the terms of this Agreement into effect immediately, with back pay at the rates and date indicated. The Agreement is given in full below:

MEMORANDUM OF AGREEMENT

Washington, D. C.
December 21, 1950

1. Establish 40 hour week for yardmen with increase of 23 cents effective October 1, 1950, and additional 2 cents effective January 1, 1951.
2. Set aside 40 hour week agreement until January 1, 1952, and establish 6 day work week for yardmen. Effective with the first pay roll period after 30 days from the date of execution of the formal agreement, yardmen required by the carrier to work on the 7th day to be men required by the carrier to work on the 7th day to be men required by the carrier to work on the 7th day. This does not create straight time rates for the 7th day. On and after guarantees where they do not now exist. On and after October 1, 1951, three months' notice to be given of desire to go on 40 hour week. Provide for consideration of availability of manpower and 4 cents per hour if and when the 40 hour week actually becomes effective.
3. Settle rules for 40 hour week and 6 day week.
4. Grant yard conductors and brakemen other rules such as daily earnings minimum, car retarder operators and footboard yardmasters as recommended by Emergency Board No. 81.
5. Settle following rules: Initial Terminal Delay (Conductors and Trainmen) Interdivisional Runs Pooling Caboose (Conductors and Trainmen) Reporting for Duty More than One Class of Service Switching Limits Air Hose (Conductors and Trainmen) Western Differential and Double Header and Tonnage Limitation (Conductors and Trainmen, all Territories)
6. Road men to receive 5 cents per hour increase effective October 1, 1950 and additional 5 cents per hour increase effective January 1, 1951.
7. Quarterly adjustment of wages on basis of cost

of living index (1 point to equal 1¢ per hour. First adjustment April 1, 1951. Base to be 176).

8. Agreement embodying principles applicable to yardmasters to be entered into for benefit of yardmasters.

9. Effective October 1, 1950, the basic hours of dining car stewards shall be reduced from 225 to 205 hours per month; no penalty overtime to accrue until 240 hours have been worked, the hours between 205 and 240 to be paid for at the pro rata rate.

Effective February 1, 1951, overtime at time and one-half shall accrue after 220 hours have been worked. The basic monthly salary to be paid for the 205-hour month shall be the same as that now paid for the 225-hour month. Except that four dollars and ten cents (\$4.10) shall be added to the present monthly rate effective January 1, 1951.

10. In consideration of above, this agreement to be effective until October 1, 1953, and thereafter until changed or modified under provisions of Railway Labor Act. Moratorium on proposals for changes in wages or rules until October 1, 1953, as follows:

No proposals for changes in rates of pay, rules or working conditions will be initiated or progressed by the employees against any carrier or by any carrier against its employees, parties hereto, within a period of three years from October 1, 1950, except such proposals for changes in rules or working conditions which may have been initiated prior to June 1, 1950. Provided, however, that if as the result of government wage stabilization policy, workers generally have been permitted to receive so-called annual improvement increases, the parties may meet with Doctor Steelman on or after July 1, 1952, to discuss whether or not further wage adjustments for employees covered by this agreement are justified, in addition to increases received under the cost of living formula. At the request of either party for such a meeting Doctor Steelman shall fix the time and place for such meeting. Doctor Steelman and the parties may secure information from the wage stabilization authorities or other government agencies. If

the parties are unable to agree at such conferences whether or not further wage adjustments are justified they shall ask the President of the United States to appoint a referee who shall sit with them and consider all pertinent information, and decide promptly whether further wage increases are justified and, if so, what such increases should be, and the effective date thereof. The carrier representatives shall have one vote and the referee shall have one vote. **

11. If the parties cannot agree on details of agreement or rules they shall be submitted to John R. Steelman for final decision.

The usual protections for arbitrators, miscellaneous rates, special allowances, and existing money differentials above existing standard daily rates will be included in the formal agreement.

** The foregoing will not debar management and committees on individual railroads from mutually agreeing upon changes in rates, rules and working conditions of employees covered by this agreement.

J. R. Steelman
Brotherhood of Locomotive Engineers
by Grand Chief Engineer

M. Forning
Chairman
Eastern Carriers' Conference Comm.

J. B. Stanton
Brotherhood of Locomotive Firemen
and Enginemen by President

L. J. Dobson
Chairman
Western Carriers' Conference Comm.

A. D. [Signature]
Order of Railway Conductors by President

W. B. [Signature]
Brotherhood of Railroad Trainmen
By President

Callaway
Chairman
Southeastern Carriers' Conference
Committee

We are publishing this and other advertisements to talk to you at first hand about matters which are important to everybody.

