

Prairieland Talk . . .

Morticians Claimed O'Neill Fair

By ROMAINE SAUNDERS

Sixty-eight years have unrolled on the scroll of time since the sunbanned, windworn pioneers in Holt county put on the first county fair. Frank Campbell, Neil Brennan, John McCafferty, Ed Evans of O'Neill with a few others from various sections of the county organized a fair association, laid out grounds a mile east of town, erected exhibition buildings, made a race track, "grandstand" and all, and a collection of longhorn bulls, broncho studs, Chester White pigs, watermelons, tomatoes and potatoes were brought in for exhibit and Sam Elwood drove in a bunch of the first black cattle to invade this territory. That was a rip roaring time with Two-Gun Al Hellman and the Dutchers turned loose the blocks from under a few roughnecks.



Romaine Saunders

That fair setup survived for a few seasons and then turned up its pretty pink toes to the daisies.

The next undertaking to exhibit the rural wealth was south of the railroad just east of the wagon trail now known as U. S. highway 281. The Elkhorn river seemed to resent such monkey-business as a fair in its neighborhood and washed away the racetrack. The next move was to the hill to the northeast where such trotters as Shadey O'Neill and White Wings, with Pete Duffy's saddle nags were the chief attraction there. Denny Cronin's ballplayers enlivened the scene while Rose Fallon's group of girl singers brought melody into the picture. Again the morticians took over and O'Neill has since had no fair.

All the while over in the Chambers country what was known as the South Fork fair flourished annually through the untiring efforts of Doctor and Mrs. Norvel, Reverend and Mrs. Coppoc, John Alderson, Bill Leil and others. The South Fork fair association was merged into what is now the Holt county fair and rodeo association, which annually provides a worthwhile exhibition for this territory.

In a comprehensive supplement, The Frontier has brought out the 1952 program for the fair at Chambers late in August and enterprising business concerns are giving it their support and tell us about it through their advertising.

The fair and rodeo is always worth a trip to Chambers and the old friends you meet is an added inducement.

This calm August morning the deep blue of morning glories on vines trailing among the various dignities of abundant plant life arrest the attention and you pause for a moment to take in the picture drawn by nature's floral bloom. From mid August until hoar frost says it is enough the clinging vines of the morning glory bursts forth with summer's most gorgeous colorings. And nature has so arranged that the stalwart stem of a weed becomes the bearer of a climbing vine adorned with fullblown beauty. Thus a weed becomes a lovely thing. And just so human lives taken out of the raw may be adorned with spiritual and cultural graces to become useful members of society. No soil is too dead to produce a weed around which the morning glory clings. No life so barren but can become fruitful if touched by the floral bloom of human sympathy.

Editorial . . .

Curious Opposition on Road Plan

The editors of the state of Nebraska, under the leadership of North Platte Editor Cliff Sandahl, have tried to get all factions together and work out something to help solve the Nebraska emergency road problem.

A good airing of the effort was made at O'Neill about 10 days ago at the annual summer meeting of the North-Central Nebraska District Press association. Sandahl was present and so was State Sen. Dwight Burney of Hartington, also a member of the emergency committee.

Most everyone has agreed that Nebraska needs better roads, but there the agreement ends. Not everyone is agreed that the state faces an emergency. In fact, there is even discord on the emergency highway committee, mainly because well-meaning Sandahl threw open the doors during the formative meetings of his group. Therefore, a few of the important minority can sabotage the well-meaning efforts of men like Burney and Sandahl, who are boldly tackling a big problem.

The discordants, of course, represent those persons who will not agree that more money is needed for roads.

The Nebraska Highway Users' conference which is made up of the petroleum marketers, motor carriers, several farm groups, rural mail carriers and others, insists no more money is needed. They claim that all the state needs to do is to spend the money it now receives more wisely.

The real facts are that in terms of the present value of the dollar as compared to 15 years ago, we are actually spending less on our highways today than we did then, while the number of vehicles and the number of ton-miles of freight hauled have increased by leaps and bounds. Those two facts alone should be enough to tell anyone who wishes to view the problem honestly, that more money is needed, and that more money is about the only solution to the highway problem.

Many of the state's major paved roads were built years ago. They were built to handle the type of traffic then using the highways and the number of cars and trucks then in use. Since that time these highways have become completely inadequate both from the standpoint of traffic volume and wheel weight.

What is even more pressing is the fact that many miles of Nebraska highways have just about reached the end of their life expectancy. They are about ready to wear out and need replacing at the very time when the state is faced with the need of expanding its highway system.

The cost of upkeep on these nearly worn out highways will become so great that it will require a major portion of the state's road funds, leaving very little for new construction and the matching of federal funds.

The only way that more primary roads can be built with the present gas tax and license fees is to take away part of the county's share for this purpose.

This might help solve the problem for construction of primary roads, but what of the county and farm to market roads now maintained and built by the county?

The county would have to seek other forms of revenue. That would mean that the levy limit for counties would have to be increased and the money collected from a property tax. If that happens the farmer will be one of the big losers.

This would satisfy the petroleum marketers and big motor carriers, but what of the farm groups that are now helping them in their battle to prevent an increase in gasoline taxes and license fees, through membership in the Highway Users' conference?

These farm groups will find out some day that they have been used as a "cat's paw" to rake the red hot road problem out of the fire.

The only way that the problem can be solved is to plunge in and do the job. It will not be possible to solve it and make all factions happy, so the best that can be done is to get the job done even if some selfish groups are made unhappy.

For the first time in 83 years Yankee ship-builders have captured the trans-Atlantic speed record. The slick new superliner United States plowed its way across the Atlantic in three days, 10 hours and 40 minutes. In the days of Christopher Columbus it took a month if they had good luck . . . Accompanying a highway map of Wisconsin is an "horrible example" of Yankee-land being over-burdened with laws. The more laws the more outlaws increase. Resembling a verbose section of the encyclopedia is a sheet a rod long telling the world what can and what cannot be done by the fishing fraternity in Wisconsin waters. When I was a 10-year-old boy in that state we caught 'em any old way and brought them in by the score strung on a willow stick . . . Hail in one spot, violent wind in another, brought destruction to crops and buildings and homes in two counties of the state, but on the whole Nebraska has been favored with an average productive season. And those in dried out states to the south in need of hail will find it up around Inman, O'Neill and Emmet.

Remember when a coming election aroused the party patriots at O'Neill and R. R. Dickson, J. J. King and Jim Harnish on one limb of the political tree, Art Mullen, Jim Harrington and Henry Murphy on the other limb went to Dorsey, Dustin and where ever a school board would open the school for them and oratorically lambast each the other?

The natives in a hitherto primitive part of the world were having a Christian wedding for two of their young people. All gathered in the church and for the wedding march as the bride and bridegroom came down the aisle, the assembled guest burst into song, "Rescue You the Perishing" . . . From what once composed a group of three million veterans of the Civil war there were but 12 survivors accounted for last Memorial day . . . Barbers in Cleveland, O., take themselves seriously, 75 cents for a shave, \$1.50 for a hair trim. . . The personal papers of the late Charles Evans Hughes add 200,000 more documents to the congressional library. . . 5,000 caves in the United States have been explored and it is thought that there are many more yet to be discovered. . . If the gold-incrusted temple built under orders from King Solomon were to be built on Den Murphy's farm out in the Michigan settlement at today's building costs the builders would need a working capital of 88 billions of Uncle Sam's dollars.

A letter from a boy in Texas asking President Truman "not to admit Alaska" to statehood explains the opposition today that way. They will "have nothing to boast about" as Alaska is 307,421 square miles larger than the great state of Texas.

Wonder how many Nebraskans are aware that they have a share in the two-billion-dollar take for the year those fellows who deal in fancy figures say was ours last year. It would have been interesting if they had disclosed what was left of those billions in our pockets after paying the tax collectors, the butcher and baker and candlestick maker, laying out 16 bucks to replace a wornout pair of shoes, meeting the car payments and interest on mortgages and the down payment on a little old shack to live in. Set over against the out go, the income is pretty small potatoes.

That Randall Road

A great deal of interest has mounted, particularly in Boyd county, concerning the future route of U.S. highway 281 as it will connect with the new Ft. Randall, S.D., dam. So much interest, in fact, there was something less than standing room only at a public meeting held Monday at Bristow's Legion hall.

O'Neill, blessed by a natural advantage in location, probably will benefit regardless of where the road goes because an improved road from the north will spell increased traffic flow.

Leaders and rank-and-filers in the eastern portion of Boyd want to see a beeline highway from the new bridge at the Spencer dam to the Ft. Randall dam. Many west-Boyd residents would prefer that the new highway 281 veer slightly westward from the new bridge, ultimately follow the present rightofway on state highway 18 (which runs north out of Spencer), intersect with a South Dakota highway extending westward and a bit south from Randall. The mileage differential is variously figured from about three to five miles. Some engineering and cost factors favor the use of the highway 18 rightofway. Supporters of the east route point to less mileage.

The Frontier attentively listened to both sides of the dispute at Bristow. Now, we wonder: If the angle route between the Spencer dam and the Ft. Randall dam doesn't tend to lead out of the territory and drain the territory (although there are those who say it will open new areas of retail trade)?

It the westerly route doesn't tend to lead Rosebud and Black Hills traffic into Nebraska? If, after all, the federal government won't intervene and influence the routing of the new highway the shortest distance between the two points according to military specifications with disregard for local wishes?

False Prosperity

We are hearing a lot about prosperity in speeches these days over our radios and by various public speakers. They tell of the prosperity under the new deal from 1932 to 1944, then under the fair deal from 1948 to this date.

But are we having real prosperity or is it false prosperity? Are we just kidding ourselves we are well off? The value of the dollar is about one-half its 1932 value. We are getting big wages but that is because of the war and preparation for war.

Many a mother who has lost a son would trade all our prosperity for the return of her dear one.

We believe Ernest Hemingway was dead right when he wrote: "The first panacea of a miss-managed nation is inflation of currency; the second is war. Both bring a permanent ruin. But both are the refuge of political and economic opportunists."

THE FRONTIER

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REAL ESTATE TRANSFERS

WD—A. E. Bowen to William W. McIntosh 12-11-50, \$6000. Lot 12, Blk. 22, O'Neill. WD—Randall Bogseth to Frank J. Tomjack & wife, 8-20-52, \$16,000. NE 1/4, 9-25-11. Referee's Deed—Charles E. Chace, ref. to Steve Shavlik 8-16-52, \$2,000. Lot 11, Blk C, Chambers.

WD—Edith M. Atkinson to John R. Papke, 8-18-52, \$2,400. Lot 9, Blk. 22, Pioneer Townsite Co. 1st Add., Stuart.

When You & I Were Young . . .

Few Buildings on Main "Eyesore"

Suggest Charity Fund for Weed-Cutting

50 Years Ago Hugh Burgess residing near Inez was in town making proof on his homestead. . . If the party who was driving a bay team on the Field trial grounds will pass out a box of cigars to The Frontier office no one will say a word about him kissing his best girl . . . There are a few blocks on the west side of Main street that are an eyesore to strangers coming from the depot. It seems to us that if property owners have not the courtesy to cut weeds our city dads ought to establish a charity fund for the purpose of mowing the weeds. . . William O'Connor and Charles McKenna left for Bonesteel, S.D.

25 Years Ago Hugh O'Donnell carried away the championship trophy at the Elkhorn valley golf tourney held in Atkinson. Hugh is only 17-years-old. . . Miss Bernadette Brennan entertained the Martz club and several guests at a treasure hunt. The pot of gold was found by Mrs. P. B. Hartly, Mrs. M. J. Golden, Mrs. L. A. Burgess and Mrs. Edward O'Donnell. Out-of-town guests were Miss Helen Mack and Miss Jess Brady of Atkinson and Miss Bernice Zimmerman, also of Atkinson.

10 Years Ago Fifteen girls employed at the courthouse gave a steak fry at the city park honoring Miss Mary Hartly and Teresa Connelly. Mr. and Mrs. Marlin Engelhaupf have leased Matt's cafe. . . Mr. and Mrs. James Mullen, residents of Atkinson where Mr. Mullen was employed at the Atkinson Lumber Co., have moved to O'Neill.

One Year Ago A Venus couple, Mr. and Mrs. Vincent Jackson, northeast of O'Neill, have taken five children—three boys and two girls—from an orphanage. . . The Ewing Advocate goes to press today for the final time under the guidance of Ray B. Crellin. Next week Thelma E. Drayton's name will appear on the masthead. . . Charles B. Houser of Des Moines, Ia., has been signed to become instrumental music teacher in O'Neill high school.

To Kentucky — Mrs. Anna Brown left O'Neill for Omaha Saturday, where she joined other members of the United Spanish War veterans and auxiliary on a trip to Louisville, Ky. The national convention is being held in that city this week.

State Capitol News . . .

Hog Quarantine Prompts Special Session; Aitken Talks 'Sufficiency' at Bassett

LINCOLN—Nebraska's legislators were gathering here Wednesday for a session which will make history of a sort. For the first time since the adoption of the unicameral, the lawmakers were convening for their second special session between regular sessions.

This time they're back to deal with the problem of hogs quarantined for vesicular exanthema.

Gov. Val Peterson said he would ask an amendment of state law to cover the rare disease and at the same time request "enough money to pay Nebraska's share" of a program to indemnify owners for their losses.

There was a good deal of grumbling among the senators when Peterson's decision was announced and there was some speculation that an attempt would be made to sabotage Governor Peterson's proposal that the state and federal governments share the cost of the indemnification plan on a 50-50 basis.

Earlier, the governor had spoken favorably of a proposal that Nebraska adopt the scheme used in Iowa where the owners, federal and state governments split the loss three ways. But after meeting with all but two of the owners of the 10,000 quarantined hogs, the governor appeared impressed with their statement that if they aren't paid full indemnity, "chiseling" is likely.

They said farmers might be hesitant to cooperate in reporting the disease again if they knew they would stand one-third of the loss.

Dr. E. P. Anderson, state veterinarian, has estimated that 10 percent of the hogs under quarantine probably would go for tankage. The quarantined hogs, Peterson said, are worth about \$600,000.

No — At the time he announced he was calling the special session to cope with the hog disease situation, Peterson said he would not include any emergency highway legislation in the summons.

He has been asked by the Nebraska editors' highway conference to poll the legislators on whether they favored a special session to provide extra funds for the highway department this year.

The answer was a resounding no. The governor asked whether, if a hog session became necessary, they wanted to talk about roads. The answer again: No.

Sen. Frank Nelson of O'Neill explained that about eight senators, who will not be in the legislature for another regular session, will give a "lame-duck" flavor to the special session.

Highways are expected to be a chief topic of the session even though the salons are being called on the hog indemnification proposition.

Unveiled — State Engineer Harold Aitken this week took the wraps off a plan his department has been working on for some months—a sufficiency rating for Nebraska

highways. In a paper read before the U.S. Highway 183 association at Bassett on Monday night, August 18, Aitken said:

"There is nothing mysterious about a sufficiency rating. It is simply a means to compare, by objective measurements an existing highway system with some assumed tolerable standard. In substance, the net results is like the grades that appear on Johnny's report card. Johnny's grades represent some percentage of performance or some percentage of ability in relation to some assumed tolerable standard of 100 percent.

"If all of Johnny's grades on different subjects were averaged appropriately and all the things that go to determine a highway's sufficiency were fairly averaged, then his average grade would be tantamount to a sufficiency rating for highways."

The things on which the highway is being graded include condition, remaining life, maintenance costs, surface adequacy, width, sight distance, alignment, passing opportunity, consistency and volume of traffic to be served.

All of these factors are added up and the highway is given a score. Those with the lowest score would be given top priority.

"This," said Aitken, "obliterates the cry of politics in determining priority of projects for construction. A sufficiency rating has the desired effect of portraying, visually, for public review, the procedure applicable to the determination of priority of projects for construction. In this sense, it removes some of the secrecy and mystery which some of our citizens may feel have existed in the past in determining the priority of projects for construction. The proper application of this plan should virtually eliminate the idea of pressure groups and political soothsayers."

Tune in! Voice of The Frontier . . . Mon., Wed., Sat., 9:45 a.m., 780 kc., WJAG.

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16-19

Victory Homemakers Hold Pitch Party

The Victory Homemakers club met Wednesday, August 13, at the home of Miss Clara Conway. We have finished paying for the pressure air lock for St. Anthony's hospital.

Lunch was served and cakes and ice cream was served in honor of the birthday anniversary of Miss Clara Conway and Mrs. Joe Ramold.

Our next meeting will be on September 10 at the home of Mrs. G. D. Janzing. Our card party was held Sunday evening, August 17, at the Conway home playing progressive pitch. High scores went to Ray Conway and Mrs. Albert Havranek. Don Donohoe and Miss Barbara Cleary received low.—By Mrs. R. E. Tunder. news reporter.

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

Fun for YOU in '52 at the NEBRASKA State Fair Aug. 31-Sept. 5 Lincoln Thrilling Auto Races State-Wide 4-H Show National Aberdeen-Angus Show Nightly Musical Review Don't Miss It!

A Small Improved Ranch of 450 Acres SELLS AT AUCTION MONDAY, SEPT. 1, 1952 12:30 P.M. On The Premises Located 5 miles north of Newport, Nebraska on State Highway No. 137

The Land 450 Acres all hay and pasture, Watered by 2 wells and wind-mills. Improvements consist of good 5 room house, nearly new cattle shed, garage and workshop, chicken house, good corrals and holding yards. Fenced and cross fenced. Right on the highway, daily mail delivery, REA within one-eighth mile of house. A nice working unit for a small operator. Will be offered sub-divided if buyers so desire. 25% cash day of sale, balance on convenient terms.

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Do you believe in a Dollar sign? THERE are a lot of signs to guide you to the best buy in automobiles. Popularity is a good sign. It means that a lot of people have tried a car and found it good. So it's important to know that Buick is today — and has been since 1938 — the most popular car outside the "low-priced three." Room, comfort, power, ride are good signs. So it's important to know that you can pay hundreds of dollars more and not beat the room and comfort you get in a Buick SPECIAL. Nor, at the price, can you match its power. And only Buick gives you a real million dollar ride. Doesn't all this give you a hint? Doesn't it suggest that you ought to try out a Buick — sample its Fireball 8 Engine — find out how it takes you over the road — feel the sure control that is yours on curves — discover its "big car" room and smoothness? Do that — and look at the dollars on the price tag — and we know what you'll find out: If you can afford a new car, you can own a Buick — and boy, what fun that will be! Equipment, accessories, trim and models are subject to change without notice. Sure is true for '52 When better automobiles are built BUICK will build them

A. MARCELLUS PHONE 370 O'Neill