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Western States Move to Honor Two Explorers

Memorial Highway Is Proposed to Cover Route Taken by Lewis and Clark

Moscow, Ida.—The people of the land brought under the Stars and Stripes by the Lewis and Clark expedition, one of the epic explorations of United States history, have organized to commemorate permanently the great undertaking and the men who led it. At a meeting in Lewiston, Ida., named after Capt. Meriwether Lewis more than 100 representatives of Idaho, Oregon, Washington and Montana formed the Lewis and Clark Memorial Association. They plan an active year in 1930, the 125th anniversary of the expedition.

The principal aim of the association is to promote a memorial highway along the route followed by the expedition from St. Louis to the Pacific. Incidental aims will be to preserve the various historical points along the route and to carry on a general campaign of education to acquaint this and succeeding generations with the great significance of the journey taken by the explorers.

Although the nucleus of the memorial group is the states created by the Oregon country of nearly 1,920,000 acres, which the United States acquired because Lewis and Clark explored it first, the association believes that all states along the pathway of the expedition will participate in the states created by national recognition. The expedition has received many local and regional tributes, the greatest of which was the Lewis and Clark Centennial Exposition at Portland, Ore., in 1905, but national recognition never has been accorded.

Forest Service Helping
Two distinct undertakings are represented in this campaign to honor the first explorers to make an overland journey to the Pacific by a route north of Mexico. The most urgent need is 53 miles of construction on the Lewis and Clark trail, the water river in Idaho. Over this part in the heart of the Selway Forest, including the spot where Lewis and Clark put their canoes for the first time in water going to the Pacific trail is not greatly improved over the thoroughfare the Nez Perce Indians were using to go to and from their buffalo hunting grounds in Montana when the first white men came to their country.

Regular state and federal road building activities have provided modern highways over most of the Lewis and Clark trail. Since 1922 efforts have been concentrated on the Lewiston-Missoula section. The distance from Lewiston to Missoula over the Lolo pass is 235 miles. On this distance \$3,500,000 already has been spent in forest highway specifications or \$3,000,000 if built to standard highway width.

When the congressional subcommittee on agricultural appropriations

Thomas Walling Company

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If Santa Forgot!

If the old boy failed to bring you just what you wanted in our line to wear, don't fail to come in and buy it for yourself. . . . That's one way of getting what you want—and we have it.



City Council Enjoys a Short, Snappy Session

Lighting Company Holds Promise of More Light for the Same Amount Now Paid

From Tuesday's Daily—The city council last evening had the real Christmas spirit and made short work of the matters that were to come before them and were able to adjourn in a little over a half hour to allow the members to continue their Christmas shopping.

Chairman Puls of the finance committee reported that he was preparing a list of the property that would come up for tax sale and in which the city was interested in recovering as much as possible of their taxes.

Chairman Hayes of the fire and water committee reported that he was preparing to have samples of water taken from the cellars on Oak street sent in to be analyzed by the state chemist as well as specimens of the city water as well to try and determine whether or not they were the same.

Mayor Sattler stated that Manager Rea of the Iowa-Nbraska Power company was talking over the matter of the desire of the company to give the city more light for the present revenue and which would enable the city to have additional lights placed and including the placing of the electroliter districts on a flat rate instead of the present meter basis, also providing several new 200 watt lamps instead of the present ones. This would allow some lights on the new road to the bridge. The mayor stated that he had talked of the reduction of the light cost but the company was not desirous of cutting their volume of revenue but were willing to give the city an additional increase in services at the same cost as at present.

Councilman Highfield of the lighting committee and Councilman Smith had also been talked with and gave the same statements as the mayor.

It was decided to leave the lighting matter with the committee to look after and prepare a report on what they might learn of any steps that would give the city better lighting at no additional expense.

Councilman Smith, who is also secretary of the fire department, reported that three new firemen had been elected and under the liability insurance policy of the city these should be submitted to the council for record and according to the names of James Doyle, Fred H. Vincent and Arthur Kief were approved as members of the department.

Councilman Smith also reported that parties were engaged in doing auto repair work in the streets and keeping the streets blocked a great deal of the time and accordingly the city police were instructed to notify the parties who are found doing this to cease this form of blocking the traffic on the street.

A bill of J. H. McMaken for removing a tree and crossing in the street improvement district of North Sixth and Elm streets was reported and ordered paid, it amounting to \$28.40.

The council also had some discussion of an agreement that had been made with John Enberger for the purchase of some gravel from J. H. McMaken, he to pay Mr. McMaken and which he had not done and the city had ordered the gravel hauled under the agreement it was a party to the matter. It was decided to pay Mr. McMaken the sum of \$18.40 and have the city attorney take steps to recover the same from Mr. Enberger and which he had not done.

The following claims were ordered paid by the council:
M. B. Allen, street work --- \$ 26.00
William Hiner, same --- 5.60
Walt Byers, same --- 18.90
John Kubicka, same --- 12.80
L. D. McKinney, same --- 8.10
John Rice, same --- 6.75
Carl Ezeberger, same --- 28.50
O. Sandin, supplies fire dept. 31.25
McMaken Transfer Co., gravel --- 4.10

JOHN L. BARBER, 2567 Evans St., Omaha. 45-12-19-26

PROPOSE PENSION FOR WORLD WAR VETERANS

Washington—World war veterans suffering from permanent disability which prevents their earning a living would be given pensions up to \$72 a month under a bill introduced Saturday by Representative Aobson, Kentucky.

Every shade of crepe paper and all the new novelties and favors as well as a complete stock of picnic needs can be found in the Dennison line sold exclusively at the Bates Book and Gift Shop.

Northwest Airways, operating from here to Minneapolis and Green Bay, is sending three ships each way daily, it was announced.

ANNUAL MEETING

The annual meeting of the Farmers Mutual Tornado, Fire and Live Stock Insurance Co. Annual meeting on Saturday, January 4th at the Taylor school house, Dist. No. 37, at 1:30 p. m., for the purpose of electing officers and transact such other business as may come before the meeting.

A. A. WETENKAMP, President.
J. P. FALTER, Secretary.

224-tfw
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Mastery Over Material Wins Praise by Ford

In It, He Writes, Lies the 'Genius' of the American People
Princeton, N. J.—The "genius" of the American people is in the mastery of the material, says Henry Ford, in the Daily Princetonian, undergraduate publication of Princeton University.

Mr. Ford discusses materialism and happiness. Materialism, he declares, is not based on wealth but on poverty. Happiness is that sought for or protected by "good times" is unreal, he holds.

"I have no desire," he continues, "to put old heads on young shoulders, but I see to reason for young heads not knowing, if only as a pertinent piece of information, that happiness in life is usually found by the man who is looking for something else."

Scouting the idea that the abundance of necessary things in this age makes it materialistic, Mr. Ford declared that it is "the unfortunate man whose mind is continually bent to the problem of his next meal or his next night's shelter" who is a "materialist perforce."

"He can't get his mind off the grandstands of material needs," he says. "Now emanate this man by economic security and the appurtenances of social decency and comfort and, instead of making him more of a materialist, you liberate him from the menace of materialism."

"I am not at all impressed by the intelligence of the opinion that this is a materialistic age simply because we have an abundance of necessary things. It is true, of course, that having plenty for the first time is likely to turn some people's heads with rapture for the things themselves. But the genius of our people is in the mastery of the material."

They must be cleared to getting a livelihood, Mr. Ford said, so that man may give himself over to "the discovery of what it is all about," and this increasing tendency, not degeneration or surpassing improvement, is the development to be looked for, he held.

"Humanity born into the world is always held in pretty much alike," Mr. Ford concluded. "The most that we can do now is remove those hindrances to getting a livelihood which men find obstructive to the greater purpose of life, namely, the discovery of what it is all about."

FARM LOANS

I have \$5,000.00 to loan at 5 1/2% on good security. No commission. Terms to suit borrower.

Also have a good 80 acre tract of land for sale, 2 miles west of Murray.
Bonded Abstracts of Title to Real Estate also at reasonable rates.
Fire Insurance written.
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INDIANAPOLIS PLANE CRASH KILLS ONE

Indianapolis, Dec. 22.—One man was killed and several others injured when a passenger ship of the Transcontinental Air Transport lines field. The dead man is D. C. Law, Philadelphia. Eleven passengers were in the ship.

Read the Journal Want Ads



More than a promise to pay

We offer you insurance in the Hartford Fire Insurance Company, and this means more than merely reliable indemnity in case of loss. It means Hartford experts will see that every chance of loss on your property is eliminated, and such advice assures you that you are as safe from fire as you can possibly be.
Such service, plus carefully-written policies, means dependable protection for you.

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Farm Loans and Lands

Pacific Roads Protest Order to Build Lines

Supreme Court May Decide If I. C. C. Can Force Spending Millions on Extensions

Washington—A railroad issue, believed to equal in many respects the importance and far-reaching character of the recently decided O'Fallon valuation basis case, is on its way to the United States Supreme Court for decision.

The Interstate Commerce Commission itself raises the problem which resolves about the question of whether it has the power to compel a railroad to expend millions of dollars extending its lines to meet public convenience. A majority of the commission holds that Congress gave it such authority, along with that of fixing rates, regulating service in general, passing upon the issue of railroad securities and approving consolidation.

But a minority asserts that Congress gave no such mandate to the commission as to enable it to erect a railroad to extend its lines at considerable loss, no part of which the Government provides. The railroads are backing the minority view.

The decision in question was rendered by a vote of 7 to 4, in the case of the Oregon-Washington Railroad and Navigation Company, controlled by the Oregon Short Line, which in turn is controlled by the Union Pacific, on the construction of 187 miles of new line so as to open up a rich but as yet inaccessible region in Oregon.

The proposed extension would cost not less than \$10,000,000 according to the testimony before the commission and it might cost as much as \$15,000,000. The railroads protest on the ground that it probably would be an unprofitable investment.

Interests along the lines which would be benefited, made a strong case, however, taking the position that a railroad with ample resources should be required if need be, to extend its facilities so as to meet demands upon it, regardless of whether the investment involved is immediately profitable.

Ernest L. Lewis, chairman, and Commissioners B. H. Meyer, Clyde B. Atchison, Joseph B. Eastman, Johnson B. Campbell, Frank McManamy and Richard V. Taylor comprise the majority upholding this position. Commissioners Thomas F. Woodlock, Ezra Brainerd, Jr., Claude R. Porter and Patrick J. Farrell, dissent.

"The necessity for the construction," says the commission's majority report, "must be viewed in the light of conditions as they are revealed by the present record. The principal questions are presented: First, as to our authority to require such construction, and second, whether the facts of record are sufficient to justify the exercise of that authority if such has been vested in the commission."

"Section 1, Paragraph 21 of the Transportation Act, on which the commission relies, provides that it can require by order any common carrier by railroad subject to the act to provide itself with safe and adequate facilities for performing as a common carrier its car service as that term is commonly used and to extend its line or lines.

"This paragraph empowers us to authorize or require a carrier subject to the act to extend its line or lines. The Transportation Act, which is the basis of the present record, seeks affirmatively to build up a system of railroads prepared to handle promptly all interstate traffic and earnings enough to maintain their properties and equipment in a state of efficiency to carry this burden."

The minority view is summed up in the dissenting opinion of Commissioner Brainerd, which questions the authority of the commission to force railroads to make large expenditures for extensions, no matter what interests are to be served. The commissioner quotes Chief Justice Taft in the Los Angeles passenger terminal case, where the jurist said:

"If Congress had intended to give an executive tribunal unfettered capacity for requisitioning investment of the carriers and the purchase of large quantities of land and material in an adverse proceeding, we may well be confident that Congress would have made its meaning clearer and more direct than in the present meager provisions of the Transportation Act."

Mr. Brainerd added that "like observation is appropriate here."

It is understood in both official and railroad circles that the Union Pacific and its subsidiaries will appeal to the courts to restrain the commission from carrying its order into effect, thereby starting the case on its way to the Supreme Court for a final decision.

CARRIED OVER THE FALLS

Niagara Falls—Two men who came here recently from Detroit to engage in liquor running from the Canadian province of Ontario were reported to have been swept to their deaths over Niagara Falls. The men put out Saturday from the Canadian shore about Chippewa, embarking in a thirty-six foot cabin cruiser loaded with whiskey and wine, and when stationed on the American shore to meet them heard cries for help and it is believed the craft was swamped on the island and the craft and crew carried over the cataract. No trace of the boat or the bodies has been found.

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Welcome Hand Given Germany by Lotos Club

Reunion 'Forever and a Day' Acclaimed at Dinner at German Ambassador

New York—The good relations that have come about between the United States and Germany, succeeding those of a decade ago, were emphasized at a dinner given by the Lotos Club to Dr. Friedrich Wilhelm von Prittwitz and Gaffron, German Ambassador in Washington.

Dr. Nicholas Murray Butler, president of the Lotos Club, characterized the occasion as symbolizing "the reunion forever and a day of the great states and their peoples who are the bearers of a peaceful, fortunate and a happy civilization." Other speakers were Alanson B. Houghton, former United States Ambassador to Germany, and later to Great Britain, and Prof. John Erskine, of Columbia University.

The last time a German diplomat was entertained by the Lotos Club was in 1914, when a dinner was given to Count von Bernstorff, at that time German Ambassador to the United States.

Dr. Butler, introducing Dr. von Prittwitz, declared that the thought which inspired the dinner to the German Ambassador was that which was at Appomattox and Locarno.

The address of Dr. von Prittwitz was largely an appraisal of Germany. "As a man's character is judged by his actions," he said, "a nation can be judged by its attitude toward international affairs. World opinion may judge Germany's record. Our attitude at Locarno, at the conference at Geneva and The Hague, our co-operation in bringing about the peaceful settlement of international disputes show that Germany is always willing to co-operate in developing international peace and justice."

He paid a tribute to the American press for keeping the public well informed on German affairs and referred to "the spirit of fairness and friendliness" demonstrated in publicity given the flight of the Graf Zeppelin and the maiden voyage of the steamship Bremen as recognition of Germany's progress after the war.

"Republican Germany," he continued, "has certainly strengthened state unity and has established a better balance between federal and state rights.

It cannot, however, be denied that a remainder of that state individualism still exists and causes many difficulties, especially in the field of financial administration.

"But those who study German affairs more closely visualize how Government, industry and private organizations are constantly at work to eliminate existing friction and to simplify our state organization. We trust that the time is not far off when a definite synthesis between the interests of local self-government and the necessary efficiency of the central government will be secured.

"The Constitution of the German Republic is elastic and leaves the field wide open for improvements and adjustments of our political life. But its guiding spirit is unalterable; it could not be described better than by Daniel Webster's words: 'Liberty and Union now and forever, one and inseparable.'"

PONTIFICAL RITES PROCLAIM SCOTCH MARTYR BLESSED

Vatican City, Dec. 21.—Hanged as a traitor in Glasgow three centuries ago, after months in prison, John Ogilvie, Scotch Jesuit, will be solemnly proclaimed the blessed in the course of ceremonies in St. Peter Sunday.

The ceremonies will be attended by a large band of Scottish pilgrims, including many killed Boy Scouts.

After solemn pontifical mass Sunday morning, the decree of beatification will be read by the secretary of the congregation of rites.

Sunday afternoon, Pope Pius, himself, will venerate the relics and to pray for the repose of the martyr's soul in St. Peter.

Father Ogilvie, born in 1580 at Drum, was brought up a Calvinist, but became a Catholic after pursuing his studies at Louvain university.

He entered the Jesuit order at the age of 17 and became a priest in 1613, being sent shortly after into Scotland as a missionary, at his own request, although he knew a price was on his head.

He preached for nine months in Edinburgh and Glasgow until he was given away by informers and arrested.

COSTLY FIRE IN OHIO TOWN

Oak Harbor, O.—The entire town of Oak Harbor, with 2,000 population, was threatened with destruction here Saturday night when fire destroyed the Thierwacher Milling company plant here with an estimated loss of nearly \$200,000. Fire departments from Fremont, Woodville, Port Clinton and Oak Harbor confined the flames to the plant and two houses. The elevator was filled with wheat. Thirty thousand bushels of corn also were consumed. The blaze started in the corn drying room.

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For years the Delco-Light Company has been building a wonderful line of individual electric plants. And of course there have been a lot of imitations. But the new 1930 line is easy to identify. Each of the new models is finished in a rich, Romany red. A plant painted any other color is not a new Delco-Light. That's the first thing to look for. Second, insist on seeing the name plate, "Dependable Delco-Light." And finally, don't buy a plant from anyone but an authorized Delco-Light Dealer. Then you can't go wrong.

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