

The Plattsmouth Journal

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R. A. BATES, Publisher

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A woman in love is sentimental; a man in love is silly.

Well, anyway, business for the mattress makers is getting better.

This is the age when the public rides in automobiles to see a horse show.

The best driver on earth cannot avoid a wreck when a fool is driving the other car.

But Bobby Jones has a lot on the politicians; most of them have retirement thrust upon them.

A dad who won't enjoy Christmas this year because his kid is too old now to get an electric train.

The most extravagant young chap we know of in this town takes twin sister to the movies twice each week.

Now that all the experts have agreed that it will take time to restore prosperity we may expect it any day.

Another pathetic case of two souls with but a single thought is when each thinks the other has gobs of money.

Today's worst pun: Russia should be able to get credit among other nations because it has so much red dy money.

Instead of trying to prove an alibi each of two New York band leaders is claiming that he started the crooning sickness.

A lot of us will be lucky enough if we get Christmas presents large enough to stop up that hole in the toe of the sock.

Dolly and Alice are at it again, meaning that the feud between Mrs. Gann and Mrs. Longworth in Washington has been renewed.

Possibly by the end of another year amateur investors will have forgotten some of the ciphers they added to their stock of market losses.

The people of the United States are eating fewer cereals than formerly, according to a government report. Probably because they are drinking more cereals.

All mothers are not loving. For instance, take the case of Mrs. William Donehue, of Albany, N. Y., who killed her 13-year-old son because he teased her.

"Ride the wind and direct the storm is all a government can do," says Ramsay MacDonald. Our Government's problem is riding the storm and directing the wind.

President Hoover is opposed to any form of a relief bill for the drought-stricken area that provides food for the sufferers. He must expect the people to live on the seed provided for planting purposes.

A year or so ago we were all showing off. Now is time for the show-down.

Its probably all right to speak of them as Col. Lewis' tickled-pink whiskers.

Capital punishment is to be abolished in Mexico but mescal and tequila are still deadly.

Out of a thousand people only 1 per cent are deaf, but a much larger per cent are dumb, the Hopkins Journal adds.

The belief grows that the lethal Meuse valley fog was a part of one of Hitler's speeches blown down from Berlin.

When a Scotchman says Santa will be round this year, he may only be referring to the size of the fellow's paunch.

President Hoover is beginning to realize how easy it is to desert a ruler after the loaves and fishes have been distributed.

Pauline Frederick, the actress, is being sued for divorce by her fourth husband. Too bad that girl didn't get an early start.

An ad in a Berlin paper urges Germans to buy a photograph of Hitler for Christmas. This sounds like the makings of a frameup.

The action of the King of Italy in knighting Joe Garavelli apparently proves the nobility of combining ham with swiss cheese on rye.

Achievement of the railroads in promoting the safety of passengers and employees affords a fine example for all forms of travel and traffic.

It is easy to deal with the wolf when he comes howling at your door nowadays. Just shut him up in the pantry and let him starve to death.

We fully expect, when Congress gets down to this apportionment problem, that some statesman will rise and demand a census recount.

Mebba the police of New York ejected Judge Ben Lindsey from that church fight because he had not been licensed by the boxing commission.

Pennsylvania's deer season opened with the killing of several hunters, but it's certainly more distinguished to be mistaken for a deer than for a rabbit.

In his speech accepting the Nobel prize for literature, Sinclair Lewis performed a service by calling attention to the work of some of his contemporaries.

Recently the leading prospect of Democracy two years hence, the present chief executive of New York indicated that it would have to be another case of the office seeking the man.

AT THE ROUND TABLE

The London meetings to determine the future constitutional status of India have taken a few decisive steps forward, notably in approving the separation of Burma from India and the tentative adoption of the Federal principle for India. More conspicuous, however, than the agreements reached are the divergences which have developed. Mohammedans and Hindus, the dominant factions from British India, are in sharp disagreement over the nature of the federal system to be worked out. The Moslems, being a minority, seek provincial autonomy and a relatively weak central government. Hindus naturally favor the opposite alignment of powers.

More basic to the work of the conference is the gap developing between British Indians generally and native Princes. The latter, medieval sovereigns ruling with absolute power in their domains, refuse any system which places them subordinate to a powerful Indian Government controlled by the Hindu majority of British India. As is usually the case, the British occupy the role of arbitrator between Indian factions, and as such have an important advantage in negotiation.

Great Britain has conceded the control of police to Indians, apparently a vast abnegation of power. But in view of the ultra-conservative tone of the native Princes, any government established by the Round-Table Conference will be fully as cautious as the present British rule there. To date Britain has made no vital concession. This is not surprising in the light of her opposition's failure to make a united demand.

President Hoover should have publicly staged his scolding of the senate for the benefit of the unemployed.

Bobby Jones may escape some grueling competition by going into the movies, but he'll still have his gallery.

Bed room compartment cars, replacing old-fashioned sleepers, threaten to put the upper-berth snoring champion on the shelf.

But some day we may begin to think from the human being to the machine and the economic order instead of the other way round.

Wet and dry charges and counter-charges are scarcely to blame for keeping the grape juice industry in its pre-holiday state of ferment.

What will be regarded as a set-up for the paragraphs is that Ohio woman, 75, named Fullilove, recently married a 25-year-old bus driver.

Perhaps, after all, that school of journalism in the Maryland penitentiary will be worth while. Maybe the city editor will know where to find his reporters when needed.

There are 2,371 tons of books in Harvard libraries, a college catalogue announces. And many smaller schools will want to know, no doubt, how Harvard got that weight.

If you can remember the time when mother brought on the feather beds when the first freezing spell arrived, and also had hot bricks wrapped in flannel for you feet, then you are getting old.

Jack Dempsey's father-in-law was arrested back in Pennsylvania on a charge of possessing and transporting liquor. Since when did it become an offense to possess or transport liquor in Pennsylvania.

There are twenty-six automobiles in this country to one hospital bed, says a statistician. Something ought to be done about it. The average should not be greater than three automobiles for each bed.

It's a little singular, but there has been no decrease in the number of marriage licenses during this period of depression. It takes a brave young man to marry a girl when there's no certainty that she will hold her job.

It is said that the medical profession uses 3,127 terms relative to surgical operations, few of which are understood by the laity, and a movement is on foot to simplify medical nomenclature. Very laudable, if accompanied by a reduction in the cost of operations.

Christmas is primarily a time of joy and faith and hope. But in this modern world it has a secondary meaning which is not important. It is also a testing time; a time when it becomes evident whether the people of a community have neighborliness, sympathy and confidence in themselves.

THE SICKNESS OF BUSINESS

If our historical perspective was clearer and our memories longer, we would not worry so much about the existing business depression or indulge in the despairing moods. We would have more hope and courage if we recalled clearly the course of other panics.

It is not worth while to compare the panics previous to 1900 with the present depression. The Federal reserve system has wiped out runs on banks and financial crises resulting in a shortage of credit and money. Banks at that time, standing alone, collapsed like houses of cards, and business men were unable to obtain money or credit. Since the beginning of this century we have had four business debacles—in 1907, 1913-1914, 1921 and the present. In 1907 the panic took place under the old system of unprotected banks. In the pre-war depression of 1913-1914 the Federal reserve system was just beginning to operate. These periods of depression ranged from 10 to 15 months, from the decline of prosperity to the bottom of the trough.

The present has lasted a little longer and there is evidence that it has reached the lowest point. The period was 10 months in 1907; in 1913-1914 15 months. The post-war depression lasted 12 months.

The symptoms of all were practically the same. They ran their course like typhoid fever or pneumonia. After a period of vigor, energy, rising prosperity, expansion of industry and speculation came lassitude, weakness and then the depths of gloom and despair; then recovery, with revived hope and courage. In a business depression the high tide of prosperous production, commercial activity and speculation is followed by slackness of industry and trade, unemployment, gloom. Then energy and courage return and we forget all about the trouble in another tide of prosperity.

We are in despair over an estimated 4,000,000 to 5,000,000 unemployed, and we do not recall that in the post-war depression the estimate ran as high as 6,000,000. There were then, in the beginning of the Harding administration, conferences, commissions, with discussion of causes and remedies, and mean of relieving the jobless. We forgot also how the country recovered, and the enormous prosperity that followed. The period from 1922 to 1929 was marked by high production, high prices, high wages and prosperous business activities practically unparalleled. We are suffering now from the reaction and the consequences of the faults of our system, but we will recover.

The symptoms of the present depression are not precisely the same as those before the Federal reserve system was effected. There is no financial crisis. It is purely business stagnation. Money is plentiful, but there is, of course, fear and timidity, and money is hoarded. The increase in savings accounts has been amazing, indicating the fear of those who have money and who are making wages. Instead of buying they are hoarding, but there must come an end to that. When the old articles necessary for the living are used up, the hoarders will begin to spend or invest. Confidence will return, far-seeing leaders of business will find ways and means of disposing of surplus commodities.

We do not regard lightly the serious causes of the present business debacle, its widespread prevalence, nor the clouds lying on the horizon. But judging from past experience, they will be overcome. If we do not find permanent remedies now, we will at least muddle through and get the machine started again, relieving the pressure of unemployment. As for the United States, at least, we do not believe that 120,000,000 people with the resources, inventive genius, initiative energy and brains of Americans can long be kept down.

BOND-JUMPING CRIMINALS

Lawbreakers in Chicago, it is found, forfeit more than \$1,000,000 in bail every year. The state has collected less than one per cent of \$10,000,000 pledged to the courts in the past few years for the appearance of respondents. The explanation is that the security is inadequate. Property heavily mortgaged or worthless, posted by professional bondsmen, is not salable, if it is even seizable.

Here is one wrong that cannot be held against the gangsters. The courts, we infer, which accept incompetent pledges must be partners, at least by connivance, in the prevailing system of crime.

Despite the heavy consumption on Thanksgiving it is said that the supply of turkeys for Christmas will be plentiful, and prices will be cheap, due to the large crop of grasshoppers this year. When returning thanks at the Christmas feast please say something kind about the grasshoppers.

UNCLE SAM AND THE RAILROADS

That the fortunes of the railroads of the United States have been rendered precarious by truck and bus competition, gas and oil pipe lines, airplanes and business depression, is no longer disguisable.

Mr. Hoover said in his recent message to Congress that "further legislation is necessary to strengthen the railroads." There are several proposals now before Congress to alleviate them. The passenger revenue of the railroads in the four years 1925 to 1929 declined 21 per cent. The gross revenue of the railroads last year was \$414,000,000 less than in 1920. The operating income of the carriers in the first eight months of 1930 was 14 per cent less than for the same period of 1929, while their net income showed a decline of 33 per cent. Interstate Commerce Commission reports show that for the first eight months of this year the operating revenues of the railroads were nearly 12 per cent less than the transportation of natural gas and petroleum products are being constructed at a rate of 12,000 miles a year, which means a heavy loss in coal and oil tonnage to the railroads. The trucks have virtually destroyed the freight business of the railroads in less than carload lots, as the busses have almost totally taken away from the railroads local passenger business. Now the trucks and the busses are going after the through passenger and freight business of the railroads.

The Couzens bill now before Congress proposes to lessen the disadvantage at which the railroads find themselves in competing with interstate traffic over the highways. The highways are built with the people's money. It was inevitable that their construction would be followed by a tremendous automotive commercial development; but it was not, of course, intended that the highway should be in disparagement of the railroads. Their coming, like that of the railroads themselves when the steamboats were at their heyday, was a chapter in human progress. The Government and the states have found themselves faced by the problem of what to do about the railroads before they were ready for it. That is, the agencies competing with the railroads have come like an irruption. Even automotive transport is comparatively new. Air transport may be said to be the newest thing in the world. The pipe line for oil is only comparatively new, but the pipe line for gas is one of our leading industrial developments. It results from a twofold discovery of new gas supplies and improved transport.

It is not possible for Congress to take the trucks and busses off the highways, any more than it was possible at another time to take the railroads out of competition with the steamboats. All Congress can do, and all the states can do, is to regulate and license commercial automotive transport to a point where it protects both the highway and the traveler. It is not felt in Congress that the advantage which the bus and the truck have over the trains in running upon a highway built at no expense to them can be expunged by legislation. In holding hearings over the country in the matter of commercial interstate transportation by bus and truck, the Interstate Commerce Commission has sought to discover not merely the extent of the development but what regulatory measures are practicable. The commission wants to be fair to the railroads, but it cannot deny the greater facility of automotive transport.

The whole matter of Federal attitude toward the railroads needs overhauling. The Transportation Act of 1920, no longer meets the needs of the carriers of the country. The recapture clause of that act has been a failure. Proposed by the Association of Railway Owners, it was designed to strengthen the weak roads with some of the excessive revenues of the strong roads. The Interstate Commerce Commission is now seeking to have the recapture clause repealed. Only some \$11,000,000 have been handed over to the Government under the clause for the uses of the weak roads. Many of the strong roads have refused to abide by the agreement which they themselves proposed. They have kept all their revenues, and efforts upon the part of the Government to make them live up to their agreement failed lamentably.

Fathers and mothers, without exception, want to leave their children securely provided for. That is the great goal of their lives. Now that we are in a position to tell them how to do it, our conscience would pronounce us as "fit for treasons, stratagems and spoils" if we failed to spread the glad tidings. Mr. Hoover really has shown us the way. Speaking about the shale oil lands he says that they "have little present value, and instead of being worth billions, can be bought from private owners for a few dollars per acre." Well, there's the "master of human destiny," as Ingalls defined opportunity, trying to crash the door. The man who buys, says, 5000 acres of those oil shales land now will leave his children, or his grandchildren a princely fortune. As soon as the drills fail to tap new oil pools—as they inevitably must—we shall have to turn to the shale lands for oil. On that day the meek shales will inherit the earth.

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RELIEF OR YOUR MONEY BACK

THE SEA BRIDGE

Every boy and girl has visioned, in studying geography, a land-bridge across Bering Strait connecting North America and Asia. Tradition appraise us that there once must have been a crossing from South America to the Great Orient to the west of us.

Nobody is surprised at the news that scientists of the Carnegie institution, with the co-operation of the Smithsonian institution and the Coast Guard cutter Northland, have found fossils on St. Lawrence island which indicate definitely that the Bering Strait land-bridge did exist. We were all sure that what we imagined had been fact, and we probably would not accept so-called evidence to the contrary. There are some indeliberate conclusions to which science cannot disagree.

Mrs. Mabel Willebrandt is having a hard time making satisfactory explanation to the militant dries about her connection with that California grape juice whose product carries a lofty kick when treated just right. Mebbe Mabel is going on the theory that when you can't lick your enemy, join him.

SHERIFF'S SALE

State of Nebraska, County of Cass, ss.
By virtue of an Order of Sale issued by Golda Noble Beal, Clerk of the District Court within and for Cass county, Nebraska, and to me directed, I will on the 24th day of December, A. D. 1930, at 10 o'clock a. m., of said day at the south front door of the court house in the City of Plattsmouth, Nebraska, in said county, sell at public auction to the highest bidder for cash the following real estate, to-wit:

The south 47 feet of Lots 5 and 6, in Block 43, in the City of Plattsmouth, in Cass county, Nebraska.

The same being levied upon and taken as the property of John F. Wolff, Edna J. Wolff and the Plattsmouth Loan and Building Association, defendants, to satisfy a judgment of said court, recovered by Paul H. Gillan, plaintiff against said defendants.

Plattsmouth, Nebraska, November 22nd, A. D. 1930.
BERT REED,
Sheriff Cass County, Nebraska.

ORDER OF HEARING and Notice on Petition for Settlement of Account

In the County Court of Cass county, Nebraska.
State of Nebraska, Cass county, ss.
To all persons interested in the estate of Mary L. Fitch, deceased:

On reading the petition of Robert H. Fitch, praying a final settlement and allowance of his account filed in this Court on the 2nd day of December, 1930, and for discharge of himself as administrator of said estate:

It is hereby ordered that you and all persons interested in said matter may, and do, appear at the County Court to be held in and for said county, on the second day of January, A. D. 1931, at 9 o'clock a. m., to show cause, if any there be, why the prayer of the petitioner should not be granted, and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter by publishing a copy of this order in the Plattsmouth Journal, a semi-weekly newspaper printed in said county, for three successive weeks prior to said day of hearing.

In witness whereof, I have hereunto set my hand and the seal of said Court, this 2nd day of December, A. D. 1930.

A. H. DUKBURY,
County Judge.

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