

Federal Road Building Exceeds Past Records

In 86 Percent of Counties in United States Some Federal Road Work was Provided.

The road construction supervised by the Bureau of Public Roads in the fiscal year ending June 30, 1934 far exceeded the construction in any previous year, states Thos. H. MacDonald, chief of that bureau of the U. S. Department of Agriculture, in his annual report.

"This increase was due primarily to grants for road construction under the National Industrial Recovery Act," says the report. "The roads built have been sections of the Federal-aid highway system, extensions of the system into and through cities, important secondary or feeder roads, and sections of main highway through the national forests, parks, and public lands."

The peak in employment with 236,414 at work on Federal and Federal-aid highway construction came in June, 1934, when the new public works program was well advanced, according to the report. This figure represents direct employment on the roads only and does not include the indirect employment, conservatively estimated at 1.4 times the direct, provided in the production and transportation of materials and equipment used in road construction.

The report shows that Federal and Federal-aid construction employment supervised by the Bureau of Public Roads has constituted an increasing proportion of Federal and State highway employment. Federal work was a fourth of the program in 1932 and nearly one-half in 1934. Under the Federal road program, conditions were imposed which had the effect of increasing the man labor per unit of expenditure and of distributing the benefits in approximate relation to employment needs. Opportunities to work on the highways built across cities were offered to the unemployed in cities and in country regions local labor was given direct employment. In 86 percent of the counties in the United States some highway employment was provided with National Industrial Recovery Act funds. In several states some highway work was provided in all of the counties.

The larger classes of work supervised by the Bureau of Public Roads were the construction provided for by the National Industrial Recovery Act and that provided by the unexpended balances of Federal-aid appropriations. Other classes of work, smaller and more restricted but locally important, were the improvement of national forest highways, national park highways, and highways through public lands. Two other classes of work which were outgrowths of the recovery legislation were the work-relief highway projects to provide quick and specialized relief in sections where unemployment was particularly acute, and the loan-and-grant projects which, after approval by the Public Works Administration, were placed by that body under the supervision of the Bureau of Public Roads.

Federal-aid funds paid states during the fiscal year 1934 amounted to \$42,291,937 and emergency construction funds similarly paid amounted to \$55,669,145, being unexpended

balances due. Public works highway funds assigned to the various states amounted to \$394,000,000.

A total of 14,780 miles of Federal-aid roads was completed in the year, bringing the total mileage completed since 1916 to 119,812, more than half of the Federal-aid system designated. The active public works highway program for the fiscal year 1934 totaled 22,378 miles. By the end of June, 6,986 miles were completed, 13,674 miles were in various stages of construction, and 1,718 miles were approved for construction.

The report states that traffic hazards have been eliminated by the separation of railroad and highway grades at crossings, by the relocation of highways, through widening existing surfaces, easing of curves and grades, the lengthening of sight distances, and other marked betterments. Roadside improvement required with at least 5 percent of each state's apportionment of public works funds, amounting to a minimum of nearly \$2,000,000 for pioneer work toward the ultimate elimination of unsightly roadside conditions. Other major objectives of the program of the year—subject always to the primary employment purpose—include the closing of remaining unimproved gaps in the Federal-aid highway system, and the provision to road facilities to aid in the better co-ordination of transportation.

Improvements were constructed on 938 miles of forest highways bringing the total mileage improved to date with federal funds administered by the Bureau of Public Roads to 5,868 miles. Work was in progress at the end of the fiscal year 1934 on 1,089 miles.

In the national parks the Bureau built for the Interior Department 157 miles of roads during the year making a total of 831 miles thus far improved. The work of the Bureau in park road construction for the National Park Service has been greatly expanded. Practically all of the money appropriated for the construction of roads on federal public lands other than forests was obligated during the year to various projects in the states containing these lands.

Research in traffic problems, in highway management economics, and in materials of construction has progressed during the year. The report describes traffic surveys made or under way in Indiana, New Jersey, Florida, Connecticut, and Arkansas, and other studies made on safety, taxation, and traffic capacity. Highway accounting methods, costs of work on relief projects, and studies in concrete mixtures were included in management studies. Bituminous materials, subgrades, and other elements of the materials entering into road building were among the subjects for research investigation.

FROSTED WHEAT FOR FEED
Washington.—Department of agriculture officials moved to secure from the customs bureau a definition under which frosted wheat from Canada could be shipped into the United States for livestock feeding in drought areas. The effort was instituted as conferences continued between John I. MacFarland, Canadian commissioner of agriculture, and drought relief officials of the AAA. If such wheat can be classified as unfit for human consumption it will be imported under a 10 percent ad valorem rate instead of the flat forty-two cents a bushel duty.

"Mountain Jumper"



Katherine Maye

Candidate for champion "mountain jumper" in the United States is attractive Katherine Maye, stewardess on the San Francisco-Salt Lake division of a coast-to-coast air line. Katherine has just registered her one thousandth flight over the Sierra-Nevada mountains between Reno and Sacramento. She has traveled 7,000 hours in the air over the same route.

WHITE HOUSE LOOKING NEW

Washington.—The century old white house looks new again. It's even got a penthouse now. But despite the addition of penthouse and sunken fountain-courts, and a colonnaded porch fronting on the garden, it still preserves the finally balanced plan of the original architect. President Roosevelt will return Wednesday from Warm Springs to take possession of his new private office, center of an executive office wing completely rebuilt and one-third larger than the old.

Mrs. Roosevelt already is at work in the mansion itself, where temporary offices have been cleared from state parlors. The red room and east room have been refurbished, and down the marble stairway the "social bureau" has been moved out to make place for a permanent presidential library.

FREMONT MAYOR IN FIGHT

Fremont, Neb.—Mayor Rohn and W. W. "Dinky" Moore, treasurer of a bond brokerage firm, who fought together for democratic nominations for governor and Dodge county treasurer this year, fought a no decision bout Saturday in the lobby of the Union National bank.

It took the combined efforts of a half dozen witnesses to separate the men and then only after both had suffered marks which will be carried for several days. The altercation started when Rohn, attorney for Moore's wife in a divorce suit, and Moore argued over a safety deposit box held by Mr. and Mrs. Moore. Witnesses said Moore had only a slight edge in the brief bout which followed.

Phone the news to No. 6.

UNION ITEMS.

Mr. and Mrs. Harry Gobelman were attending church services in Nebraska City Sunday morning.

Mr. and Mrs. Curtis Faris and son, Mrs. John Faris and Junior, of Murray, were Sunday guests of Mr. and Mrs. Lee Farris and family.

Mr. and Mrs. M. R. Hansen, of Omaha, and Miss Mary Chase were guests for the day last Sunday at the home of Frank and Anna Bauers.

Pat Roddy, who makes his headquarters at Beatrice, having a position as traveling salesman, visited his mother here over Thanksgiving day.

Wayne Achley was delivering two truck loads of very fine hogs to the South Omaha market on last Friday for which Mr. Everett received a nice price.

Mr. and Mrs. George Rhodes and family, of Howe, Neb., Mrs. Anna Everett and Mrs. Hansen were dinner guests Sunday at the home of Mr. and Mrs. John Everett.

Fleming W. Robb, of Lincoln, was a visitor in Union last Saturday evening, remaining over night for a visit at the home of his father, Mont Robb and his sister, Miss Augusta.

Reuben D. Stine and W. H. Marks were in Plattsmouth last Saturday, where they were looking after some business matters for a short time, driving over in the car of Mr. Marks.

Charles L. Greene has been laid up with a severe case of mumps which have compelled him to remain at home and in bed. He is getting better at this time and hopes soon to be out again.

Henry H. Becker took a double deck truck load of sheep to Omaha a few days ago, which were sold at a good price. Ray Becker had been feeding them for some time and they were in prime condition.

A. L. Becker was in Omaha last Saturday with a load of hogs which he was marketing, while his son, H. H. Becker also took over a load for the father, making two that he had on the market that day.

J. A. Chapman, the druggist, was taken suddenly ill during the past week with lumbago and has not been able to look after matters at the store. John Roddy has been in charge there during the illness of Mr. Chapman.

Mrs. Laura Wright, residing south of town, with her two daughters, were hostesses at a Thanksgiving day dinner, having as their guests Mr. and Mrs. Joseph Banning. All enjoyed the very pleasant day and the splendid dinner that was served.

Charles W. Hoback and family, who have been making their home on a farm for a number of years, with the rental of the farm to other parties, held a sale recently and have moved to Union to reside. Mr. Hoback will endeavor to secure employment.

C. E. Busbey, who has had charge of a C. C. C. camp near Lincoln, has been transferred to Denver, where he has been given a similar position. During the time taken up with making the transfer and moving to the western city, Mrs. Busbey has come to Union and is visiting for a short time at the home of her parents, Mr. and Mrs. L. R. Upton.

Hope to be Ready Soon

The Union Co-Operative Credit association, which is to take the place of a bank, and which has been in process of being organized for nearly a month, has now selected its temporary officers who are to be in charge for the balance of the year, when an election of officers will be held to begin the coming year.

There are a large number of stockholders and the new institution is starting out with great optimism. It is expected to be able to do all that a good bank could do and be free from many of the evils of banking as it has been conducted in the past.

Enjoyed a Fine Dinner

Mr. and Mrs. William B. Banning were host and hostess last Sunday at a splendid dinner, having as their guests State Representative George E. Nickles and wife of Murray. The two families are close friends and enjoyed their visit together very much.

Home from the Hospital

L. F. Pritch, who has been at a hospital in Omaha for some time past, was able to return to his home here the latter part of last week and is showing continued good improvement. It is hoped that he will be able to regain his former good health.

To Play at Murdock

The Union basketball team are to go to Murdock Friday of this week, where they will meet the Murdock lads in the first scheduled game of the season. Union has a fine high school team this year, and one that should give a good account of themselves. Keep your eyes on them and the vic-

tories they will be able to chalk up before the season ends.

Had Series of Hard Luck

Thomas Jacob Geyer, who, with his family, resided at Salt Lake City for some sixteen years, when that section of the country, like all others, was unable to supply employment for all its citizens, corresponded with a sister in St. Joseph, Mo., advising her of being out of a job and unable to make a living. She wrote that she would endeavor to secure work for them in St. Joseph and the family held a sale, disposing of most of their household effects, moving to St. Joseph. Arriving there, they found a lot more men than there were jobs. The sister provided a home for them with her as long as she could afford to do so, but with the passing weeks and no work the problem became very difficult.

The Welfare board at St. Joe, not wishing to permanently keep outsiders who had migrated to their city, provided them with money for food on the way and a Standard Oil gas book, and they started out Sunday to return to their former home in the west. As they were coming into Union they were forced to one side of the road and their car sideswiped by a passing truck. With the car out of commission, they were unable to proceed without having same repaired, and that presented another problem. County Commissioner, sensing they would become public charges here if they were not able to move on, looked after having the car placed in running order again and got them started on their way westward.

The moral of this story is: Stay in your home community among the folks who know you, where you will be much better fed and clothed than by running around over the country, looking for work when there is none to be had. The cost of operating their car from Salt Lake to St. Joseph and back again would have provided food for this family for a long time right

in their home town where they had resided for sixteen years and where their financial circumstances could be analyzed and provision made to provide food, clothing and shelter better than anywhere they could possibly go. Chasing rainbows is a mighty poor practice in these kind of times when what work is available is only for home town residents who are on relief rolls.

Visited in the South

D. Ray Frans, of Union, and two cousins, W. A. Frans and T. R. Frans, departed Wednesday of last week for a brief trip which took them to a number of towns in Oklahoma. They went primarily to see Gus Frans, who is very poorly at this time, but visited with numerous other relatives there. They enjoyed their Thanksgiving dinner at Kingfisher, visiting also at Enid and Bartlesville, as well as several smaller towns in that vicinity. The return trip was made Sunday. Due to limited time they were unable to make the rounds and called up a number of their relatives by phone, thus getting to chat with them for a few minutes. Although they were on the go all the time they were away, they enjoyed a very pleasant trip.

Had Excellent Time

The Ladies Aid society of the Baptist church, who served a Thanksgiving dinner and supper last Thursday, were well pleased with the splendid patronage they received. As a result of their efforts a neat sum was realized to be used in promoting the work of the church. At the conclusion of the supper the remaining food was sold, adding to the receipts of their endeavors.

Father Suffers Stroke

Prof. Clarence Hoffman of the Union schools, was advised Friday of the serious illness of his father, who had suffered a stroke at his home in Snyder, Nebraska. Prof. Hoffman, who

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had planned a trip home during the Christmas vacation, hastened at once to the bedside of his father, finding him in very serious condition, and has remained to render such assistance as he can.

RETURNS TO WEST

Miss Henrietta Martens departed Monday evening for San Francisco where she will resume her work as a trained nurse, she having been located there for the past several years. Miss Martens was home to spend a month recuperating from the effects of an operation. She is feeling much improved and returns to her work feeling in the best of condition.

Dr. R. R. Anderson

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All set for Pasadena's Rose Bowl game are these stars of Alabama's great eleven. Coach Thomas' Crimson Tide squad finished their regular season unbeaten and untied with a 34-0 victory over Vanderbilt. And the next day brought the coveted invitation to meet Stanford, champions of the Pacific Coast, in the New Year's Day classic. California, here they come!