

**THE FRONTIER**

D. H. Cronin, Editor and Proprietor

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**TAXATION MENACES RECOVERY**

It is a noteworthy fact that many observers fear that one of the greatest barriers to the success of the Administration's recovery program is taxation.

Thousands of employers want to raise wages and employ more men and women. They want to do their part in starting the march of progress again. But they can't get money out of the air—and a constantly increasing percentage of their revenue is usurped by the tax collector.

It would be a bitter irony if the effort of one branch of government to restore prosperity is disrupted by another branch of government, which takes from the citizen and the business the money with which prosperity can be made. That rigid governmental economy—federal, state, county and local—is essential to our future, is a fact that looms large in the minds of millions of citizens.

**THE ANNUAL SLAUGHTER**

The Lind, Washington, Leader defines: "Americanism: Doing the daily dozen for health and trying to pass another car on a blind curve one hour later."

That is something more than a witicism. The recklessness of driving in this country amounts to a national tragedy. It is a constant menace to the lives of us all. It touches every pocketbook in a dozen different ways. And, in spite of aggressive and well-directed efforts to lessen highway accidents, the toll grows.

Passing on curves is one phase. So is disregarding signal lights and warning signs. So is driving at high speeds where conditions call for caution. So is one of the most fundamental and deep-rooted of driving ills—simple discourtesy.

Some time ago an insurance magazine carried a vivid editorial concerning a "Roman holiday" that was to take place. Thirty thousand people, of all ages and classes were to be gathered in a field. Motor vehicles—private cars and trucks and taxis and busses—would drive in and roar about the field until all its occupants had been killed. The public would look on disinterestedly.

The only difference between that horrid event and the annual automobile accident toll is that we kill the thirty thousand people during 365 days instead of one, and in ten thousand different places instead of the single field. The result is identically the same. And it is going to occur this year and the next and every year after that until the average motorist awakens to his responsibility.

Remember that "Roman holiday." It will be worth thinking about next time you contemplate passing on a curve, or doing any of the scores of things that may lead to death, injury and destruction.

**THE ARROWS OF TAXATION**

A cartoon in the Detroit News shows a figure representing the American taxpayer, completely surrounded by arrows shot in his direction, each labeled "tax." Some of the arrows have penetrated his clothes, his lunch bucket, and his body, and he is obviously in imminent danger of a complete demise.

That is a very apt illustration of the plight of the individual at present. The arrows of taxation have never flown so swiftly or so thickly. They come from every point of the compass and they come in bunches. Their number is constantly gaining. Their points become ever sharper.

It would be interesting to make a list of all the taxes Americans living in one place or another are required to pay. It would take up a lot of paper. The old, tested taxes, such as those on property, have been overshadowed by a multitude of new and experimental taxes. We pay them upon income, upon the gasoline or electricity we use, upon the securities we own, upon the hat we buy or the beer we drink, upon the movie shows we go to and the clubs we join. Special tax after special tax is suggested and passed—and every article or service upon which it is inflicted is already paying other taxes either directly or indirectly.

Cities, counties, states and the Fed-

eral Government have been engaged in a spending spree ever since war-time. They've grown drunk upon it. In their eyes luxuries become necessities, and economy and efficiency are forgotten terms. They want more public money—and when the source from one supply runs low, they simply tap a new one. And the arrows of taxation are shooting in pants and pocketbooks.

**ECONOMIC HIGHLIGHTS**

It is almost axiomatic that the farmer presents the toughest problems any Administration has to tackle. Even in good times the farm problem has been uppermost; in bad times it gets infinitely worse.

Present efforts to help the farmer depend mainly on price-fixing and production-allotting for farm products on a tremendous scale. All of it is designed to put money in the farmer's pocket. Now Department of Agriculture brows are furrowed, because the opposite has occurred.

Between July 15 and August 15, there was a sharp decline in farm purchasing power. Where, on the index of farmer ability to buy stood at 71 per cent of the average from 1908 to 1914, it stood at 64 per cent on the latter date. The decline was caused by two factors—during the month the average farm price declined from 70 to 72, while the cost of things he buys rose from 107 to 112.

According to Government and other experts, this isn't a problem for the farmer alone to consider. It is their thesis that the decline in the purchasing power of 30,000,000 farm dwellers is directly responsible for factory unemployment in urban areas to the extent of 6,000,000. It has long been a debated question whether falling farm income caused a decline in city income, or whether the decline in city earnings caused the fall in farm receipts. Secretary Wallace firmly believes that the first is the case. According to him ruinous agricultural prices plunged the country into depression four years ago. On that basis, there can be no recovery until farm income rises, and the 30,000,000 dwellers again provide a normal market for factory products.

How to do it is the question. Broader and even more unorthodox experiments in price fixing may be offered.

At the moment, business is in a more or less quiescent state. It's moving neither up nor down, and is maintaining itself fairly close to the high level reached about six weeks ago. The best sign still is the resistance to seasonal trends, precisely as early in the summer contra-seasonal expansion encouraged all observers. During a recent week the following were highlights:

**Electric Power and Car Loadings—**  
Favorable by comparison with previous periods.

**Domestic Business—**Volume little changed, save for slackening in some heavy industries.

**Lumber—**Production steady; decline in near future anticipated.

**Wheat and Cotton—**Receipts up in both cases.

**Commodity Prices—**Index continuing advance that started some time ago.

**Automobiles—**Production suffered a slight decrease, as was expected.

**Business Insolvencies—**Far fewer than last year.

**Bond and Stock Markets—**Bonds dull, stocks generally erratic. Talk of inflation caused a rise which was followed by a decline. Speculators are cautious.

A report emanating from the Harvard School of Business points out something that is generally unknown: During depression consumption of goods by the ultimate consumer remained at a very-high level. Use of meat, butter, clothes, tobacco, etc., fell very little. The great decline was solely in producers' goods—steel, lumber and similar products which are not bought by the individual consumer. The way out of the depression therefore, is to work to increase producer and not consumer consumption, according to this survey. This is in somewhat striking disagreement with the principles of recovery shown in the emergency legislation.

To many observers, one of the sour spots in the government at the moment is the Public Works Administration. It has been extensively criticized for lethargy; the money, figuratively speaking, has been doled out in nickels and dimes instead of dollars, and a comparatively long period of time has been taken to okeh the most minor project.

The excuse for this is that the most unremitting care has been taken to prevent waste, graft and inefficiency so far as the spending of the money is concerned; in the past practically government works program has been the target for suspicions, often well founded, and Secretary Ickes wants to make this one a model of honesty.

So far, \$1,400,000,000 has been allocated. Much of this was planned long ago, and certain appropriations were specified in other pieces of legislation. Flood control will get \$120,000,000; highways, \$400,000,000; naval

construction, \$238,000,000; reclamation projects, \$70,000,000.

**DID YOU KNOW?**

That Commander Paul H. MacNeil has invented a device which is aimed at preventing ships at sea from colliding with one another or with icebergs in the fog. It is called the "Fog's Eye" and can detect the presence of objects a great distance off through fog or dark, and under all conditions. Already proved effective in tests, it is remarkably sensitive; will detect one-fiftythousandth of a degree centigrade temperature change and can register the flame of a candle eight miles away. It will pick up a man crossing a field from two to five miles distant.

That England's Navy has invented a new light possessing all the qualities of sunlight, without heat, and able to penetrate and illuminate the densest fog. Imagine how important this invention will be to airplanes attempting to land in a dense fog!

That a vessel of the United States Navy was once cut apart in a collision at sea and backed her way into port and safety without sinking. During the Great War, the destroyer, U. S. S. Shaw, was one of a convoy of the Troopship, Aquitania. The Shaw's steering gear jammed while she was zig-zagging at full speed. What to do? Slow down and ram the troopship—or speed up and allow the troopship to ram and cut down the little Shaw? Commander Glassford chose the latter. The Shaw was cut in two; nearly 75 feet of her bow being sheared off by the huge transport's stem; but Glassford backed her over 200 miles into Liverpool and safety—one of the finest bits of seamanship in history. The Shaw is still in active commission, loaned to the Coast Guard.

That over three-fourths of the radio operators in the airways division are former Navy radiomen. Even during this depression our Uncle Sam has been sending application blanks to the radiomen in the Navy offering them jobs with the airways without a written examination, the candidates being marked and rated on their Naval experience and service records.

**NATIONAL AFFAIRS**

By Frank P. Litschert

In these hot September days when everyone is struggling with a code and trying to help put over the N. R. A. program regardless of his personal or political convictions, it is difficult to realize that another political campaign is just around the corner. Yet this is exactly the case. In a few short months the nominations for Congress, for state offices and for county positions will be in full blast all over the country. Conventions and primaries will be held on every hand, depending on the laws of the state in which the selections are being made. And then the biennial campaign will be on once more—the one which always comes at the half-way point in every national administration. It seems only yesterday that President Roosevelt took office and issued his famous edict temporarily closing the banks. Yet here we are almost on the verge of another political campaign.

Up to this time the Republicans at Washington have been quiescent. Midsummer when people who have the money to spend are on vacations, is never regarded as a very good time for politics. But this year has been less political than ever. Following the big landslide last fall the Republicans very properly decided to give the new administration a chance to see what it could do. There has been plenty of action. Just how it is all going to

turn out remains to be seen. The N. R. A. is the final number in the program, and the success or failure of the full program depends in large measure on the success or failure of this drive. The Republicans have "done their bit" just as they did in war time, and if the program does not meet the full measure of success that its sponsors expect, certainly the blame can not be placed on the lack of political cooperation.

Both those who believe it and those who are dubious say that within the next few weeks the N. R. A. program will either prove or disprove of itself. If it is a success and prosperity comes back to us the Democrats will be in good shape for the campaign of 1934, and the Republicans will be handicapped. But if the program does not come up to expectations, and if Europe is ahead of us in pulling out of the depression, then it is natural to believe that the Republicans will have a great deal to say in the next campaign and that they will make serious inroads on the strength of the party in power. Only time can tell the story.

Of course it is only natural to expect that the Democratic majority in Congress will be trimmed some in the elections next year. Mr. Roosevelt rode into the presidency on a landslide, and a victory of such proportions as he achieved usually brings into power congressmen of the victorious party who could not expect to win under normal conditions. The next congressional election then brings a reaction and many of these "freak" congressmen go down before the assaults of the party which usually controls their district.

That the Democrats themselves do not expect to hold the gains they made in 1932 is indicated by many of the dispatches being sent out of Washington by the political correspondents—dispatches going to Democrats as well as Republican newspapers. For example, Kirke Simpson, Washington correspondent of the politically neutral Associated Press, recently wrote that the Democratic congressmen who went back home have learned that the going is not going to be any too good next year at best, and that it is going to be more difficult to get re-elected in 1934 than would have been thought possible a few months ago. Mr. Simpson whimsically adds: "The Democratic National Committee is getting a lot of inquiries as to what help it is going to give them next year. The answers received are described as diplomatic, not to say vague."

The quietude of the Republicans is not to be regarded entirely as somnolence. They are busy now with codes and other business affairs but they are keeping an eye to windward. They can be depended on to put up a real battle when the time comes. Whether it will be successful depends a great deal on how successful a bird is the Blue Eagle within the next few months.

**ROLL OF MEMBERS, NATIONAL RECOVERY ADMINISTRATION**

The following named employers have signed the President's reemployment agreement and are doing their part.

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|-----------------------|-------------------------|
| <b>Name</b>           | <b>Business</b>         |
| Western Union         | Telegraph               |
| Interstate Power Co.  | Electric Current        |
| C. E. Stout           | Retail Drugs            |
| McDonough Paint Store | Retail Paints           |
| O. F. Biglin          | Retail Furniture        |
| Western Hotel         | Hotel                   |
| A. Marcellus          | Auto Service            |
| J. Gallagher          | Retail Gen. Merchandise |

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|------------------------------|------------------------------------|
| W. Stein                     | Auto Service                       |
| Tilden Bakery                | Bakery                             |
| Eby Oil Co.                  | Auto Service                       |
| Stannard Confectionary       | Retail                             |
| P. J. Connelly               | Retail Cream                       |
| J. L. Quig                   | Life Insurance                     |
| P. J. McManus                | General Merchandise                |
| Idle Hour Cafe               | Restaurant                         |
| Golden Rule Co.              | Retail Dry Goods                   |
| Mellor Motor Co.             | Auto Service                       |
| J. J. Harrington             | Attorney at Law                    |
| Ideal Garage                 | Auto Service                       |
| Golden Hotel                 | Hotel                              |
| J. C. Penney                 | Retail Dept. Store                 |
| McMillan & Markey            | Restaurant                         |
| Quality Grocer               | Retail Grocer                      |
| B. Grady                     | Retail Grocer                      |
| H. Jagers                    | Restaurant                         |
| R. R. Morrison               | Retail Grocer                      |
| Continental Oil Co.          | Auto Services                      |
| J. P. Protivinsky            | Retail Grocer                      |
| Margaret Beauty Shoppe       | Beauty Shop                        |
| Clayton Barber Shop          | Barber                             |
| Seth Noble                   | Retail Lumber                      |
| Harnish Variety Store        | Retail General Merchandise         |
| F. Persons                   | Barber                             |
| Montgomery Hardware          | Retail Hdw.                        |
| O. M. Herre                  | Jeweler                            |
| Fern Cafe                    | Restaurant                         |
| Jesse Scofield               | Cream & Gas Station                |
| Galena Lumber Co.            | Retailer, Building Material & Coal |
| James Davidson               | Retailer, Plumbing and Heating     |
| Richard L. Jordan            | Op. Danceland                      |
| U & I Store                  | Retail Grocery                     |
| Phalin's Barber Shop         | Trade Barber                       |
| Bazelman Oil Co.             | Operator Serv. Sta.                |
| Coyne Hardware               | Retail Hardware                    |
| Reardon Bros.                | Retail Drugs                       |
| Farmers' Union               | Op. Cream Station                  |
| J. M. McPharlin Barber Shop  | Barber                             |
| Southside Cafe               | Restaurant                         |
| Anton Toy                    | Retail Mercantile                  |
| Bowen's Variety Store        | Merchant, Varieties                |
| L. A. Carter                 | Physician & Surgeon                |
| Helen's Hat Shop             | Retail Clothing & Apparel          |
| The Texas Co.                | Wholesale Petroleum Products       |
| Carl H. Dahlsten             | Auto Serv. Station                 |
| Chapman Style Shop           | Retail Clothing & Apparel          |
| Eyer Furniture Co.           | Retail Furniture                   |
| W. G. Beha                   | Hotel                              |
| First National Bank          | Banking                            |
| Classic Barber & Beauty Shop | Barber—Beautician                  |
| Arbuthnot & Reka             | Garage—Service Station             |
| O'Neill National Bank        | Banking                            |
| T. M. Harrington             | Harness and Shoe Repairing         |
| Georgia O. Rasley            | Motion Picture                     |
| L. G. Gillespie              | Insurance                          |
| A. W. Tibbets                | Continental Oil Co.                |
| Fred Harbottle               | Produce                            |
| Martin and Son               | Produce                            |
| Borden's Produce Co., Inc.   | Produce & Ice Cream                |
| Martin's Store               | Variety                            |
| Merri Beverage Co. Mfg.      | Soda Waters                        |
| George Mellor                | Soft Drink Parlor                  |
| Beckwith's Variety Store     | Variety Store                      |
| G. L. Bachman                | Standard Oil Station               |
| Ed. Gatz                     | Council Oak Store                  |
| J. B. Ryan                   | Hay & Grain Dealer                 |
| John Kersenbrock             | Sanitary Meat Market               |
| D. Abdouch                   | Groceries & Meats                  |
| P. B. Hart                   | Grand Cafe                         |
| W. B. Graves                 | Jeweler                            |
| L. H. Snell                  | Electric Shop                      |
| J. R. Medlin                 | Meat Market                        |
| W. T. Brown                  | Harness & Shoe Repair              |
| Conrad & Lowery              | Service Station & Cabin Camp       |
| John J. Melvin               | Groceries                          |

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|-------------------------|-----------------------------------|
| Ralph McElvain          | Barber Shop                       |
| E. J. Hershiser         | Shoe Repair                       |
| Wayne Shipman           | Coffee Shop                       |
| Fred McNally            | Phillips Petroleum Co.            |
| J. S. Ennis             | Shoe Hospital                     |
| C. P. Hancock           | Insurance                         |
| W. H. Hart              | Laundry & Dry Cleaning            |
| A. V. Virgin            | Electric Shop                     |
| Fred Bazelman           | Bazelman Lbr. Co. & General Mdse. |
| A. Saunto               | Dry Goods & Clothing              |
| J. F. Fedderson         | Publisher                         |
| Suchy Bros.             | Tailoring & Cleaning              |
| Floyd L. Pilger         | Deep Rock Oil                     |
| D. H. Cronin            | Publisher                         |
| R. F. Griffin           | O'Neill Tobacco Co.               |
| Robert Schulz           | Gen. Marchant, Groc.              |
| C. H. Bratt             | Armour Creameries                 |
| Weslyn Bolin, Mgr.      | O'Neill Creamery                  |
| Richard L. Jordan, Mgr. | North-Western Bell Telephone Co.  |
| S. Downey               | Photographer                      |
| Geo. A. Miles           | Publisher                         |
| Mrs. C. F. McKenna      | Abstractor                        |
| E. B. Loud              | Furniture Repair                  |
| Melvin H. Klingler      | Abstractor                        |
| J. C. Parker            | Petroleum Products                |
| O'Neill Abstract Co.    | Abstracting                       |

**LOAN APPLICATIONS TO ATTORNEYS**

A meeting held in Scottsbluff Monday, with attorneys and appraisers of the Home Owner's Loan Corporation, completes the program of instructions for the taking of applications on the part of those desiring to refund and refinance their loans through this corporation. The meeting in Scottsbluff was held under the direction of Paul Jones, Assistant State Manager.

Heretofore applications have been made to the Home Offices direct. It would not be feasible, however, for many borrowers to drive the long distances from their home to the Home Office of the district, and in order to facilitate the taking of applications, local attorneys have been appointed for the purpose. With a local attorney appointed for every county, home owners who come within the scope of this law have the facilities open to them for making their application conveniently and without expense. Prospective borrowers must bear in mind that loans with the Home Owner's Loan Corporation are made only for the purpose of refunding and refinancing mortgages and liens which were in existence on the 13th day of June, 1933. The Corporation will make new loans running for a period of fifteen years, and drawing 5 per cent interest, to take up existing encumbrances and liens, including taxes. Where necessary, a reasonable amount will be added to the loan for the purpose of making needed repairs.

Before seeing the local attorney to make an application for a loan, the borrower should first negotiate with the present holder of his mortgage. In order that the loan may be refinanced through this governmental agency, the present mortgage holder will be required to agree to accept the bonds of the Corporation in exchange

(Continued on page 6, column four.)

**BEER! BEER!**  
DRAFT AND BOTTLE  
ON SALE  
FOX'S SOFT DRINK PARLOR  
Old Beha Hotel

**K.C. OPERA HOUSE**

4 -- NIGHTS ONLY -- 4  
STARTING THURSDAY  
SEPTEMBER 28th

**THE FAMOUS Chase-Lister Stock Company**

Opening Play—"BOUGHT AND PAID FOR"

SPECIAL SCENERY  
HANDSOME COSTUMES  
NEW VAUDEVILLE

PERFECTLY PAINLESS PRICES

SPECIAL MERCHANTS' MATINEE SATURDAY

Ladies Free on Thursday night when accompanied by one paid admission.

**Ford V-8 Shatters Record**

All previous records for the Famous Elgin National Road Race were shattered when a Ford V-8 won the Joseph Weidenhoff Trophy Race for stock cars of American manufacture in the 203-mile grind at Elgin, Ill. The race was conducted under the rules of the Contest Board of the American Automobile Association and was sanctioned by that organization.

Fifteen cars were entered, including Fords, Chevrolets, a Plymouth and a Dodge. Fords took the first seven places in the event. The Plymouth finished in eighth place. The other cars either were forced out of the race by mechanical failures or were flagged when the race was declared finished.

Pictures of this race will be shown at the Royal Theatre Thursday and Friday.

You Will Surely Admire The New Ford Car

**MELLOR MOTOR CO.**  
Ford Sales and Service  
Phone 16 O'Neill, Nebr.