

THE FRONTIER

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BRIEFLY STATED

Mrs. Igna Lovelace, of Bismark, N. D., arrived in the city the latter part of last week for a visit at the home of her daughter and son-in-law, Mr. and Mrs. Bruce Vail.

Raymond Heiss, of Page, suffered contusions on his face in a fall last Saturday when a rope broke as he unloaded hay from a rack, throwing him to the frozen ground backwards.

Mrs. Tom Enright and daughter, Eileen, returned Monday night from Norfolk where Eileen has been ill with pneumonia. She will spend a few weeks at home convalescing from her recent illness.

Lawrence Chapman came up from Omaha last Saturday night for a short visit with his mother. He left for home Sunday morning and was accompanied by his wife, who had been visiting here the past week.

Mrs. N. B. Trenham, of Los Angeles, Calif., arrived in the city last Monday night for a visit at the home of her parents, Mr. and Mrs. Seth Noble. Mrs. Trenham is on her way home from a visit in New York state.

Several of the little folks suffered from frost bites while on their way to school last Wednesday morning and the teachers were

kept busy for a time removing all traces of Jack Frost from the faces and hands of their pupils.

Mrs. W. J. Schmedt entertained the E. O. T. club at her home last Thursday evening with bridge. Mrs. Larry Cain won high prize and Mrs. John Melvin low prize. Mrs. Melvin was a visiting guest. Lunch was served at the bakery.

The fire department was called to the home of Ted McElhaney last Wednesday afternoon about 5:45. Some rags got afire in the basement, made a lot of smoke, but did no serious damage. The damage from smoke caused the heaviest loss.

The state board of educational lands and funds was notified that a quarter section of land near O'Neill and 21 shares of stock in the Nebraska Power Co., left by Christian Jensen, a hermit who died recently, would likely revert to the state as escheated property since no legal heirs exist.

Little Donna Gallagher entertained about twenty of her little friends with a bob sled party last Monday afternoon. As it was the first time that most of the little folks ever had a sleigh ride, it is needless to say that they thoroughly enjoyed themselves and the event will live long in their memories.

Miss Helen Toy, who is a sophomore at Wayne State Teacher's college, from O'Neill, played the piano for the girl's trio, of the college music department, that sang several numbers before the college faculty club banquet held in the ball room of the Stratton Hotel recently. Miss Toy is taking a four year teacher's course at Wayne.

William Krotter was down from Stuart yesterday. Meeting William on the street, when it was fifteen below zero, we remarked that it was a little chilly and he replied "not bad, not bad," altho we thot it was cold. We remember William when better than forty years ago he was a resident of this city and driving a team and wagon on the streets when it was a lot colder than 15 below and he did not seem to mind it. We thot he was getting along in years but we have changed our mind.

Marriage in Japan

There is no religious element in the Japanese wedding ceremony except the reference to ancestor-worship in the girl's name being expunged from her family line and then placed under the protection of the ancestors of her husband. The state has nothing to do with marriages except to require a police registration similar to that required for a birth or a death. This certificate costs 15 cents. All that is required to end an unsatisfactory marriage is the consent of the families involved—and another 15-cent registration.—Upton Close, in Cosmopolitan Magazine.

THE NEBRASKA SCENE

by James R. Lowell

Nebraska has been singled out as a stamping ground for political speakers of national prominence during the past week, while the local political scene has been brightened considerably by the announcements of a number of officials seeking reelection.

Speeches of the national figures have been carried in the daily papers, but a very brief resume is herewith offered:

Former President Hoover, speaking at Lincoln: "Blessed are the young for they shall inherit the national debt."

Col. Theodore Roosevelt, son of Former President Teddy Roosevelt, speaking at Omaha: "The AAA decreased the amount of food available for the people and it was the direct cause of many going hungry and half fed."

Miss Josephine Roche, assistant secretary of the treasury, speaking at Omaha: "There are too many 'perfectionists' who criticize the various moves of the administration because they are not perfect, but who do nothing themselves to bring about a better social order."

Governor Cochran has entered the primary race for re-election, thereby disappointing the political prognosticators who predicted he would run for the senate or step out of the political picture to accept a federal engineering job.

While he is the first democrat to file for the highest state office, rumor has it that John Morehead of Falls City, former governor and former congressman, may get in the race. Others mentioned are Congressman Harry Coffee of Chadron, James Quigley of Valentine, chairman of the state democratic committee; and State Senator John S. Callan, of Odell.

Lieutenant Governor Walter Jurgensen has filed as a democratic candidate for re-election to the office he now holds. The lieutenant governor at the next election will preside over the unicameral legislature on a full-time basis and will receive double the pay of a legislator. His salary will be \$3,488 for the two-year term.

Former Congressman Edgar Howard of Columbus, is said to have ambitions to be U. S. Senator, while State Treasurer George Hall has already filed on the democratic ticket for the Washington job. J. J. Thomas of Seward, attorney who stepped into a position on the federal reserve board soon after the new deal began to take shape, is being boomed by democrats as a candidate for the senate if he is not re-appointed to the banking board. Hugo F. Srb of Dodge, democrat

who has had considerable experience in legislative circles is likely to run for congress in the third congressional district. Orville Chart of Tekamah, democrat who made a good thot losing race in 1934 is being mentioned as another contender in the third district.

W. J. Williams, republican, and Saunders county product, who was chief investigator for the banking investigation committee named at the direction of the legislature last spring, has filed as a candidate for the republican nomination for congress in the first district. He is against the new deal, and says he hopes that former Governor Bryan gets the democratic nomination if he—Williams—gets the republican nomination. "With information gleaned from the banking department investigation, I can blast Bryan clear out of the water and maybe send him to the penitentiary," Williams declares.

S. R. McKelvie, former governor and Hoover farm board member, has announced his approval of Governor Alf M. Landon of Kansas, as a republican candidate for president. Last summer it was rumored that McKelvie was ambitious to run as vice-president, but his endorsement of Landon upsets that rumor. The republican vice-presidential candidate now being talked up is Congressman James W. Wadsworth of New York, who is a wet and a conservative.

E. Preston Bailey, Thayer county farmer and state legislator, is considered to be a likely candidate for the state auditor's office. . . . H. W. Scott of Lincoln, former state tax commissioner under Governors McMullen and Weaver, has entered the race for railway commissioner in the republican primary. . . . Hugh Butler will run for republican national committeeman from Nebraska and Mrs. M. D. Cameron of Omaha will not be a candidate for re-election at national committeewoman from Nebraska.

Secretary of State Harry R. Swanson is a candidate to succeed himself in his present office.

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No. 4—OUR BRAKES

We've all noticed that whenever a train makes a long enough stop in a station, there's somebody on the job, dodging in and out under the cars making sure that everything is in good shape for the train to continue its trip. One of the things checked at every inspection point is the brakes. For nobody knows better than railroads how important it is to be able to stop when you have to stop.

Now, if we think of it in a certain light, we people who own automobiles are all running little transportation systems of our own . . . just like the railroads and airlines and bus companies. Home is the main terminal and there are lots of stops along the line . . . flag stops, you might say, and regular scheduled stops—like the office, the grocery store, the school, the theatre, and our friends' houses. Just like the railroads, one of the main things we need to look out for is our brakes. Of course, everybody knows this and yet somehow or other we're apt to be a little careless about it. Not that brakes don't give us plenty of notice when they're going to need adjustment. As time goes on we find that we can push the pedal lower and lower, till after a while we can shove it down almost to the floorboards before the brakes take hold. Even then we sometimes wait quite a while before we have them adjusted. It just seems to be human nature to put off things like that. They tell us the result is that one-third of all cars on streets and highways at any given time have something wrong with their brakes.

The trouble is that when we let our brakes go like that, all of a sudden we may have to make an emergency stop, and we may find it rather embarrassing. Engineers say that if we realized what goes on in brakes we would see why we ought to keep them checked up. As they explain, it's a story of momentum and friction, the same old forces we've talked about before.

They say that when we get going we build up a certain energy in the form of momentum. Now when we want to stop, we can't just destroy that energy, because, scientists tell us, Nature never lets any of its energy be destroyed. We can only convert it into some other form of energy. What brakes really do is to convert speed-energy into heat-energy. When we push down on the brake pedal we press the brake lining against the brake drums and this creates friction that changes the energy to heat. When we have changed all the speed energy to heat, then we come to a stop.

Now modern brakes are very powerful. In fact, a 100-horsepower car will have about 500-horsepower brakes. They can stop us pretty quickly even from high speeds. But when they do, they simply change those speeds into a great deal of heat, in a very short time. The fact is we sometimes build up temperatures in our brakes as high as 1400 degrees!

It's easy to see that heat like that can cause a lot of trouble. Some of us may think it's fun to rush up to sudden stops, but we might as well realize that we have to pay for that kind of fun in excessive brake wear. It simply doesn't pay to build up brake heat a lot faster than it can be thrown off. And we certainly get hardly anything back in time saved. For instance, if we're going 30 miles an hour, our brakes can stop us in 40 feet if they are all right; but it takes them less than two seconds longer to stop us in twice that distance. How much better it is, under any normal circumstances, to begin to apply the brakes a few seconds earlier and, with gradually increasing pressure, bring our car to an easy stop. As a matter of fact, smooth, gradual stopping wherever the circumstances permit, is generally taken as a sign of a good driver.

Now if we want to keep our brakes safe and sound, it's important to remember what these fast stops do to them. But it's just as important to remember that all stops generate some heat in our brakes. That's what gradually wears down the linings, and sooner or later makes a brake-adjustment necessary. And that's why we must watch them and see that adjustments are made when they are needed.

So maybe it would be a good idea to keep on thinking of our cars as private transportation systems. If we keep them in good running condition, they will serve us with safety and satisfaction.

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