

CHAMBERS NEWS

Dean Greenstreet, of Sedro Wooley, Wash., came July 23 for a visit with his grandparents, Mr. and Mrs. William Medcalf, and other relatives. He accompanied friends, who were enroute to New York.

Mrs. C. M. Eason is spending the week at Rawlins, Wyo., where she is visiting a friend.

Mr. and Mrs. H. O. Stevens and Mrs. Dale Stevens and daughter, of Atkinson, drove here July 22 to visit in the Dean Stevens home. Mrs. H. O. Stevens remained until Sunday.

Mr. and Mrs. Edwin Wink and family drove to Neligh Sunday to visit Mrs. Wink's parents, Mr. and Mrs. L. A. Huston. They went on to Norfolk.

Mr. and Mrs. William Turner and Mr. and Mrs. Max Farrier visited Sunday in the Lloyd Gibson home at O'Neill.

Mr. and Mrs. Willard Thomson drove to Norfolk Friday.

Mr. and Mrs. Weldon Woods and Mr. and Mrs. Joe Serck and family were fishing on Dry Creek Sunday. They report a catch of 30 bull heads.

Mr. and Mrs. Louis Harley drove to Norfolk Sunday to attend a hardware show at the Hotel Waldorf.

Dinner guests in the Clarence Young home Sunday were Mr. and Mrs. Lee Mitchell and children and Mr. and Mrs. La Verne Hoerle and son.

Mr. and Mrs. C. E. Brittell drove to Creighton Sunday to take Mrs. Brittell's brother, Leslie Wood, home after visiting here.

Mr. and Mrs. Lewis Rothchild recently purchased a farm near Oakdale.

Mr. and Mrs. Paul Roth returned Tuesday from a visit with relatives at Columbus. Mary

Jo remained for a longer visit.

Mr. and Mrs. Lyle Switzer, of Clearwater, were Sunday dinner guests in the home of Mr. and Mrs. Steve Shavlik and family.

Mr. and Mrs. Charles Spath and daughters, Mary Lou and Angie, and Mr. and Mrs. Frank Spath and Elaine were Sunday dinner guests in the George Fullerton home at Amelia.

Gladys Thomson, who is attending Wayne State Teachers' college spent the weekend with her parents, Mr. and Mrs. George Thomson. Miss Lolo Ickes and Miss Norma Steinberg accompanied her and spent the weekend here.

Angie Spath and Connie Jarman are visiting Connie's grandparents, Mr. and Mrs. Charles Smith at Fonda, Ia.

Mr. and Mrs. Jack Jones and daughter, Sharon, of Spencer, visited Saturday at the home of his parents, Mr. and Mrs. Ed Jones. They spent Sunday with her mother, Mrs. Adeline Butts and family. Other guests in the Butts home were Mr. and Mrs. Eugene Hoerle and daughter, and Mary Lou Butts.

Mr. and Mrs. F. S. Brittell and family visited relatives at Inman Sunday evening.

Tom Salem drove to Winner, S. D., Friday to visit his farms and to observe the grain harvest.

Mr. and Mrs. Joe Daas and Joan took her mother, Mrs. Lewman, to her home at Orchard after a week's visit here.

Mr. and Mrs. Dan Troshinski and family of O'Neill were Sunday guests in the Jim Cavanaugh home.

Mary Ellen Gillette spent a week with her aunt, Mrs. Wesley Cobb, at a cabin at Long Pine. Her grandfather C. F. Gillette drove up after her July 23.

Bell Honored

CHAMBERS — Mrs. Reed Bell was guest-of-honor at a surprise birthday anniversary dinner at her home Sunday.

Those present, besides Mr. and Mrs. Bell, were: Dr. and Mrs. J. W. Gill, Mr. and Mrs. C. E. Tibbetts, Mr. and Mrs. Lewis Rothchild and family, Mr. and Mrs. L. V. Cooper, Mrs. Genevieve Bell, Mr. and Mrs. John Honeywell, Mrs. Fred Wondersee, Mrs. Charlotte Honeywell, George Porter, Walt Richards and Dale Bell.

Mr. and Mrs. Guy Patrick, formerly of Clearwater, stopped July 23 at the home of their niece, Mrs. Lyle C. McKim, and Mr. McKim enroute to their new home in Idaho.

Mr. and Mrs. Russell Sorenson, of Plainview, were Sunday guests at the Charles Sorenson home.



WINNER BY A WINK

Ginny Soiset demonstrates how she turned on charm to influence judges who elected her queen of the three and four-year-olds in Pacific Palisades women's club juniors' baby show.

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THE FRONTIER
O'Neill, Nebraska
CARROLL W. STEWART
Editor and Publisher

Entered the Postoffice at O'Neill, Holt County, Nebraska, as second-class mail matter under the Act of March 3, 1879.

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R. H. PARKER

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Today's News About New Chevrolets

OUR DISTRIBUTION PLAN

The distribution of New Chevrolet cars that we receive is made under the basis of the plan that we adopted in 1945 and which was published in 1946, wherein approximately 1 percent of the cars go to doctors and mail carriers, who were our customers prewar, 24 percent to Veterans and new customers, and the balance of 75 percent to old customers according to the rating that we compiled and according to the number of cars and trucks each old customer had purchased from us prior to January 1st, 1944 and the amount of service work dollars that he had spent with us during the years of 1944 and 1945.

This plan has worked in an equitable manner and has been fair to all, and according to the publication of the plan it will remain in effect until October 31st, 1947. We will make public announcement of our distribution plan that we will follow on and after November 1st, 1947, sometime in the preceding month of October, and it will be based on whatever plan the factory uses in the distribution of cars to us.

CONDITIONS OF SALE AND THE BLACK MARKET

We are following the suggested prices as furnished to us by the factory and which are reprinted in this advertisement. We will not accept overpayments, "side money," or any other inducement for the immediate sale of any new Chevrolet.

Whenever goods are scarce or short, such as new cars, there is always a good opportunity to sell what you have at a price above it is considered to be worth. This creates a "black" market, and it is unfortunate that new cars get into this market as the public will accuse legitimate dealers of selling to such operators or at such prices. Most of these cars come from individuals that sell the new car at a huge profit which was obtained from the dealer at the regular price.

Due to the new car shortage, used cars are also in demand and we believe that if we secure the used car from the customer at a fair price, when he receives the new Chevrolet from us, that we can help to obtain transportation for the used car buyer, and user, who has made requests of us for such cars, and also keep such cars from reaching excessive prices.

WHY NEW CHEVROLET CARS, TRUCKS & PICKUPS ARE SCARCE

Production of new Chevrolet automobiles, trucks, and pickups in 1945, was virtually of no consequence due to conversion from war to peacetime production. However, in 1946 production, while greater than other manufacturers, was only half of what had been planned. Likewise, production for 1947 has been very disappointing and will continue to be so the balance of this year and well into 1948.

Lack of production has been brought about by labor conditions and shortages that are very acute in sheet and strip steel. Although demand for new Chevrolets is many times the demand of 1941, still production is still far below that of that year.

There is nothing to indicate that new Chevrolets will be much more plentiful (than they are at present time) for at least a year.

CHEVROLET PRICES

	5 Pass. Coupe	Town Sedan	Club Sedan
Stylmaster	\$1204.25	\$1219.25	\$1272.25
Fleetmaster	\$1279.25	\$1292.25	\$1347.25
Fleetline Coupe	\$1316.25		
Fleetline Sedan			\$1376.25

Prices shown are FOB O'Neill, but do not include gasoline, or extra or optional equipment. Other model prices will be furnished on request.

Use Chevrolet prices above as a yardstick to measure the value in some other make of car. Chevrolet was the leader in sales 10 years out of 11 years preceding the war, and also out-registered all makes in 1946.

It Will Pay You To Wait For A Chevrolet

REPURCHASE AGREEMENTS

As a condition of sale and delivery of any car, truck or pickup, the prices shown also include an agreement and repurchase option to be given by the buyer to us as dealer, covering such vehicle as he is receiving, which prohibits the sale of such vehicle by the buyer, except under certain conditions. This agreement has become necessary to stop the black market in new cars.

The automobile is the only important consumer product made in volume, that is being sold by the manufacturer and all legitimate and responsible dealers, at prices below what a great number of people are willing to pay for such automobile.

WE URGE YOU

... to keep your present car in good operating condition until such time as you can obtain your new Chevrolet. Our parts department is ever ready to serve you to the best of our ability with the parts that you need.

We maintain a large and well equipped service department, that can perform any repair operation on your car or truck.

MIDWEST MOTOR CO. LTD.

O'NEILL

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