

THE FRONTIER

O'Neill, Nebraska

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Entered the postoffice at O'Neill, Holt county, Nebraska, as second-class mail matter under the Act of Congress of March 3, 1879. This newspaper is a member of the Nebraska Press Association and the National Editorial Association.

Established in 1880—Published Each Thursday

Terms of Subscription: In Nebraska, \$2.50 per year; elsewhere in the United States, \$3 per year; abroad, rates provided on request. All subscriptions are strictly paid-in-advance.

San Antonio to Inman in 24 Hours—Thanks Air Transportation

INMAN — Pvt. Howard Clark, who has been stationed at the Lackland army air base at San Antonio, Tex., for the past two months, arrived Saturday for a 10-days' leave with his parents, Mr. and Mrs. E. E. Clark and Tom.

Howard came by army plane as far as Omaha and it was less than 24 hours from the time he left the air base until he arrived home. Howard says he "likes flying very much."

Upon his return about February 1 he will be stationed at Oklahoma City, Okla.

Herold Home Scene of Family Gathering

Mr. and Mrs. Roy DeLong and Mr. and Mrs. Earl DeLong and family were guests in Inman January 18 at a family gathering at the home of Mr. and Mrs. George Herold. Other guests included: Mrs. William Kohlschmidt and daughter, Sharon, of Richfield, Wash. and Mr. and Mrs. George Butterfield and family, of Venus.

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CHAMBERS NEWS

Mr. and Mrs. Earl Miller, of Inman, visited last Thursday in the F. S. Brittell home.

Mrs. Cecil Thornton returned Friday from Sedalia, Mo., where she had been visiting her daughter, Mrs. Melvin Paxton. Mrs. Paxton accompanied her for a visit here. Her husband expects to arrive in two weeks.

Mr. and Mrs. Merle Sparks and family, of Inman, visited Sunday in the F. S. Brittell home. Mrs. Sparks is a sister of Mr. Brittell.

Mr. and Mrs. Clyde Burge and family and Mrs. Baker, of Hot Springs, S. D., were Sunday dinner guests of the Glen White family. Mrs. Baker is a teacher from the Brainerd Indian School at Hot Springs.

Rev. and Mrs. J. C. Jorgensen took their daughters, Carolyn and Dorothy, to Wayne Monday to enroll in the Wayne State Teachers' college for the second semester. The girls attended Chambers high school the first semester and received sufficient credits to graduate.

Mr. and Mrs. H. C. Walter and Mr. and Mrs. A. A. Walter drove to Atkinson last Thursday to attend a purebred cattle sale. Mrs. James Kirkland returned with them and spent Friday with her parents, Mr. and Mrs. A. A. Walter.

Gannons Surprised on Wedding Anniversary

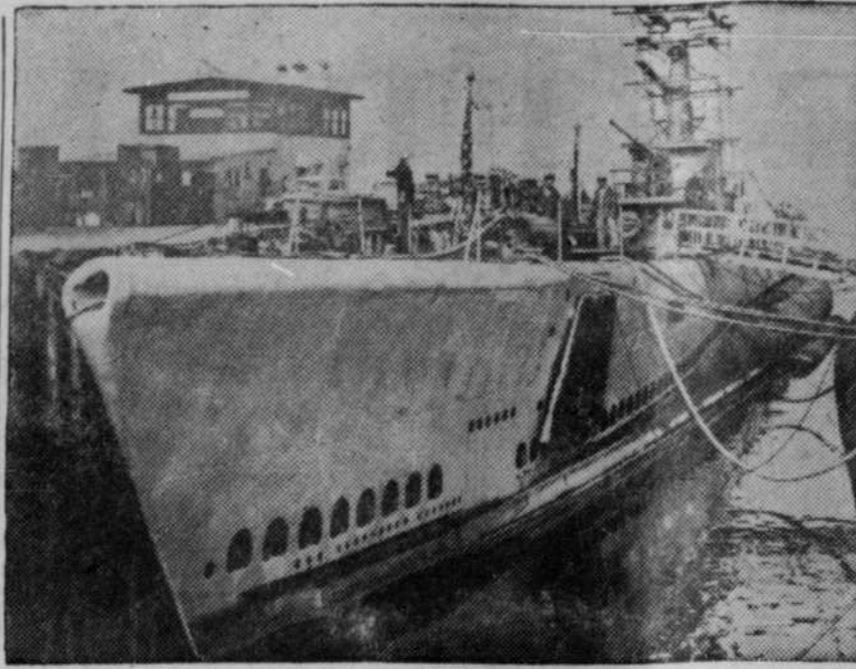
INMAN — The Anniversary club on January 21 surprised Mr. and Mrs. Roy Gannon at their country home north of town in honor of their wedding anniversary.

Cards furnished the evening's entertainment, and Mr. and Mrs. Gannon were presented a gift by the club.

Refreshments were served by the self-invited guests at a late hour.

Return to Omaha

Mr. and Mrs. William Bowker and daughter, Beth, returned Sunday to their home in Omaha after a visit in the H. J. Hammond home here.



READY FOR TURKISH NAVY

This is the USS Brill, one of four submarines which the United States will supply to Turkey. This ship and another one are undergoing repairs at the San Francisco, Calif., naval ship yard and

being readied for their journey into the Mediterranean. U. S. Navy has announced that the vessel will be fully loaded and fully armed, as on a wartime patrol, when they leave for Turkey.

PRAIRIELAND ... TALK

By **ROMAINE SAUNDERS**

LINCOLN—A call is made in The Frontier for a meeting of the O'Neill Gun Club. I do not know what this club has adopted for a weapon but suspect it is the shotgun for use in drawing bead on clay pigeons.

A gun club is not a new thing for the community, though its personnel has undergone changes. A few are left in and around the new O'Neill whose memories stretch across the years and will recall such sturdy daredevils as Ed Hershiser, Gus Hanlon, George Merritt, A. H. Blinco and Wall Rathborn, who probably never perfected a formal organization but held occasional "shoots" with Winchester that threw a .45 slug at a bobbing turkey head 40 rods distant.

There were no buildings along the street where the Legion hall now stands and the open prairie was the shooting grounds. Winchester, with a six at the hip, were the favorite of that period when there was deer and antelope hunting under no official restrictions.

And the recoil of those large calibre guns would just about knock you over!

In one way, Harold Stassen and Henry Wallace are alike. Both are too anxious to adorn the top of the 1948 ballot with their name. I preserved a letter Mr. Stassen mailed me from San Francisco, Calif., which impressed me that the gentleman is not the calibre for the harsh business of heading up the nation. He has come to Nebraska and laid upon an Hastings gentleman the mantle of state manager of his campaign. Republicans then have the insurance that there will be a Stassen for president organization in Nebraska. Maybe I was a bit unfair to ask Mr. Stassen some things to which he replied with one of those diplomatic beauties that say nothing.

A former FBI agent recommends dealing kindly with gent who are under criminal suspicion, rather than the hard boiled methods of the police. Police deal with a class of citizens that do not inspire the gentle touch.

He is fat, good natured, incurably lazy, but endowed with a bit of the dramatics. "This thing has got to stop," he protested as he saw the Mrs. coming up the basement steps with a heavy scuttle of coal. "I have watched you carrying that big heavy hod of coal up these steps day after day and it ain't gonna happen no more. Get yourself a little pail and make two trips."

The cost of assessing the county in 1904 was something over \$1,200 in excess of the previous year, and was made an issue in the ceaseless dogfight between political factions. Bill Cooper, a populist, was the county's first assessor and functioned that year, appointing the precinct assessors. Twelve hundred dollars is less than chicken feed today, but it had a bearing on the political turn of things at one time in the county. Through manipulations at the statehouse it looks like there will be a merry time getting in the assessment this year.

A St. Edward's matron has shown the male clod hoppers how to grow corn and, incidentally, demonstrated that the ladies achieve in other lines beside mixing biscuit and concocting salads. Mrs. Choat's 10-acre field of corn yielded 128 bushels per acre. I talked to a young farmer last evening who had just finished husking. He said his crop yielded 15 bushels per acre.

Grover Cleveland admitted to a paternal charge and shocked Washington society by conveying his dinner to his mouth with a knife and pouring his tea into the saucer. Harding bore the stigma of Teapot Dome and Hoover the depression. Now comes a GI with the charge that FDR was the worst of all the presidents. The White House job is not all glory be.

It is said to have occurred at Pocatella, Ida. A lady called her neighbor by telephone to inform her that her dog was at the home of the lady calling. From the other end of the line came the request to put the receiver to the dog's ear. "Ted, you come right home," was the order from the dog's mistress and Ted scampered home.

I don't know what a state reclamation commission has to do other than get together in an annual gathering, have a banquet feed, listen to spellbinders and elect officers. My acquaintance with the state of more than 60 years has disclosed nothing to reclaim unless it is to allow about half of the cultivated fields to revert to the original fertile grazing grounds.

At the side of the entrance to the gray structure where Adolph Hitler made his last stand is a depression in the bare earth where lie the remains of the man or demon who set Europe on fire. By that sunken grave a few dead weeds that bore no floral bloom stand symbols of the folly of one remarkable character.

Gov. Dewey has announced he will accept the Republican nomination for president if the convention so elects. Dewey happens to be my personal choice because of his demonstrated ability and courage of his own convictions.

Toads are said to be the only creatures that can not be inoculated with cancer. But there is no escape being crushed flat under automobile wheels when sunning themselves in the road.

The leadership of the great CIO automobile workmen's union throw out the warning of a demand for 30-cents an hour increase in pay in the event of any raise in living costs.

WRIST FRACTURED FOR AGED WOMAN

Mrs. Anna M. Clark, 70, Injured in Household Accident

INMAN — Mrs. Anna M. Clark, 70, suffered a fractured right wrist in an accidental fall at her farm home, southwest of Inman, on January 21.

She was taken to the O'Neill hospital where X-ray photographs were taken and the fracture was reduced. Hospital attendants said that the fracture was "very painful" for Mrs. Clark.

Despite her advanced age, Mrs. Clark has been very active and spends considerable time in doing fancy needlework.

Mrs. James Ferris, another Inman resident, was also hurt in a fall last week. She cracked a bone in her right wrist in a fall on icy steps.

McIntosh's Entertain

Guests of Mr. and Mrs. William McIntosh on Sunday were Mr. and Mrs. Gordon McIntosh and daughter, of Meadow Grove, and Mr. and Mrs. LeRoy McIntosh and daughter, of Tilden.

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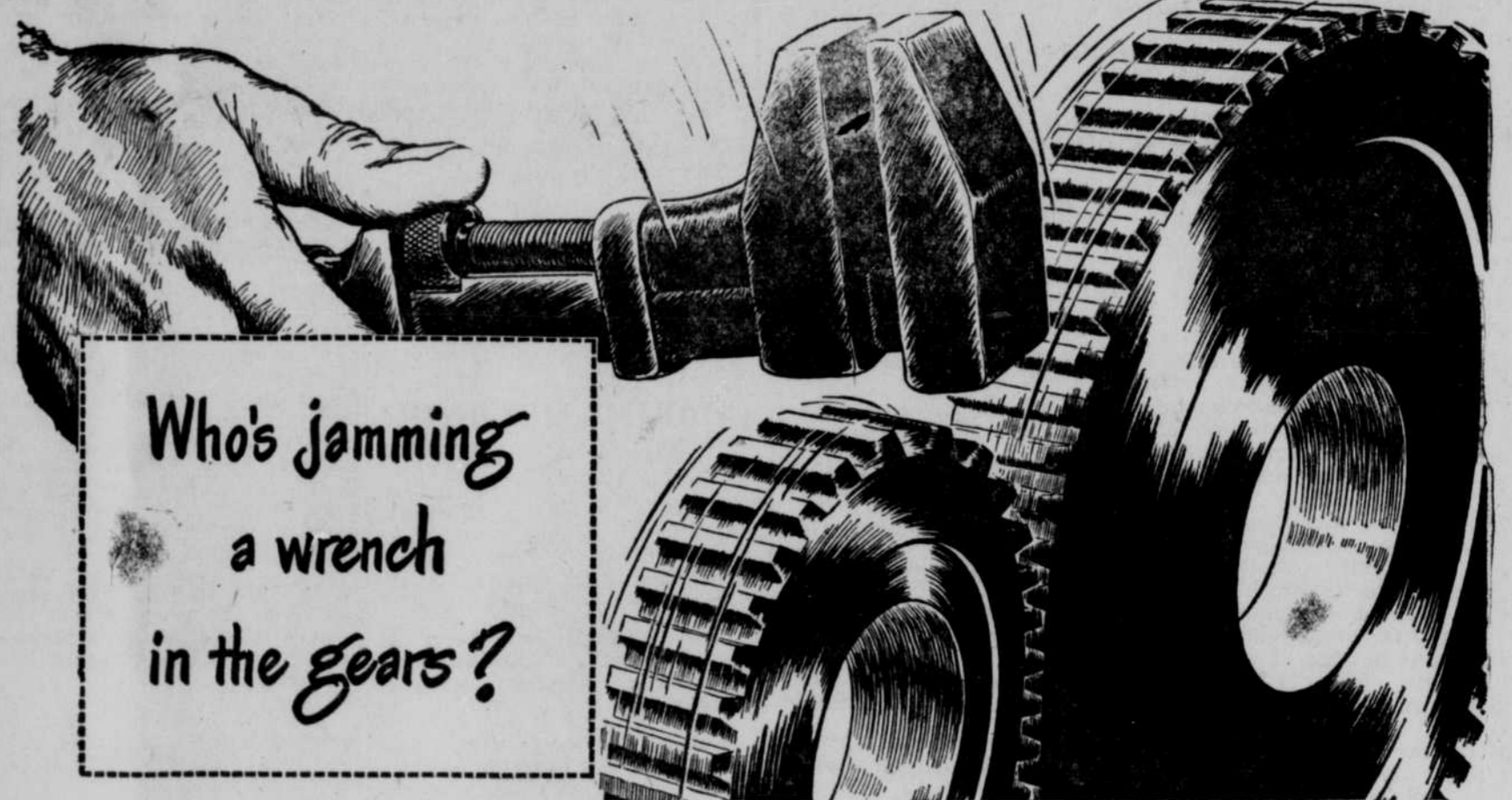
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Who's jamming a wrench in the gears?

3 Unions Block Labor Peace—Refuse Wage Boost Already Accepted by 19 Other Railroad Unions!

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen and the Switchmen's Union of North America, representing 125,000 railroad employees, have refused to accept the offer of the Railroads of a wage increase of 15 1/2 cents an hour.

This is the same increase awarded 1,000,000 non-operating employees by an arbitration board in September, 1947.

This is the same increase accepted by 175,000 conductors, trainmen and switchmen by agreement on November 14, 1947. Agreements have been made with 1,175,000 employees, represented by nineteen unions. But these three unions, representing only 125,000 men, are trying to get more. They are demanding also many new working rules not embraced in the settlement with the conductors and trainmen.

Incidentally, the Switchmen's Union of North America represents only about 7% of all railroad switchmen, the other 93% being represented by the Brotherhood of Railroad Trainmen and covered by the settlement with that union.

Strike Threat

The leaders of these three unions spread a strike ballot while negotiations were still in progress. This is not a secret vote but is taken by union leaders and votes are signed by the employees in the presence of union representatives.

When direct negotiations failed, the leaders of these three unions refused to join the railroads in asking the National Mediation Board to attempt to settle the dispute, but the Board took jurisdiction at the request of the carriers and has been earnestly attempting since November 24, 1947, to bring about a settlement. The Board on January 15, 1948, announced its inability to reach a mediation settlement. The leaders of the unions rejected the request of the Mediation Board to arbitrate. The railroads accepted.

What Now?

The Unions having refused to arbitrate, the Railway Labor Act provides for the appointment of a fact-finding board by the President.

The railroads feel it is due shippers, passengers, employees, stockholders, and the general public to know that throughout these negotiations and in mediation, they have not only exerted every effort to reach a fair and reasonable settlement, but they have also met every requirement of the Railway Labor Act respecting the negotiation, mediation, and arbitration of labor disputes.

It seems unthinkable that these three unions, representing less than 10 per cent of railroad

employees, and those among the highest paid, can successfully maintain the threat of a paralyzing strike against the interest of the entire country—and against 90 per cent of their fellow employees.

The threat of a strike cannot justify granting more favorable conditions to 125,000 employees than have already been put in effect for 1,175,000, nor will it alter the opposition of the railroads to unwarranted wage increases or to changes in working rules which are not justified.

A glance at the box shows what employees represented by the Engineers and Firemen make. They are among the highest paid in the ranks of labor in the United States, if not the highest.

Compare these wages with what you make!

Here is a comparison of average annual earnings of engineers and firemen for 1939 (pre-war) and 1947. Also shown is what 1947 earnings would have been if the 15 1/2 cents per hour increase, offered by the railroads and rejected by the union leaders, had been in effect throughout the entire year 1947.	Type of Employee	1939 Average Annual Earnings	1947 Average Annual Earnings	1947 Average Annual Earnings with 15 1/2 Cents per Hour Added
ENGINEERS	Road Freight (Local and Way)	\$3,966	\$6,126	\$6,757
	Road Passenger	3,632	5,399	6,025
	Road Freight (Through)	3,147	4,684	5,169
FIREMEN	Yard	2,749	4,081	4,539
	Road Freight (Local and Way)	2,738	4,683	5,268
	Road Passenger	2,732	4,544	5,165
Yard	Road Freight (Through)	2,069	3,460	3,691
	Yard	1,962	3,136	3,553

Railroad wages computed from Interstate Commerce Commission Statement M-300, Full year 1947 estimated on basis of actual figures for first eight months.



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