

Amelia Pastor, Wife Travel 4,570 Miles in 1939 Model Sedan

AMELIA — Rev. and Mrs. Ira I. Dixon, pastor of the Bethany Free Methodist church near Amelia, are home again after a motor trip to Los Angeles, Cal., and other West coast points. After picking up their daughter, Frances, at Casper, Wyo., they stopped first to view the Great Salt Lake and the Mormon tabernacle at Salt Lake City, Utah.

The next point of interest was Boulder City, Nev., and the motion pictures showing construction of Hoover Dam. They toured the dam with its various observation tunnels, passageways, great turbines, and spillways.

"Of course, the desert drive was one to remember as we crossed during the middle of the day, arriving at our son's (Merlin's) in Hollydale, Calif., in the early evening," Rev. Dixon said.

The Lakewood home addition is turning out a hundred new homes equipped with incinerators, refrigerators and washers every day. They are sold ahead now so that if one were to sign up there would be no delivery until after August 1.

"We did not see all of LA but enough to know that their wonderful new freeways (4-lane traffic without speed restriction) was a necessity if people could get to their work. Many are driving 60 miles to work each morning.

"The trip to Tijuana, Mexico, and the ocean trip to Catalina Island followed by the excursion on the glass-bottomed boat, were interesting as well as instructive," the Amelia pastor continued.

"Who would not be thrilled with the mountain highways of Sequoia and Kings Canyon, Yosemite, and Yellowstone national parks? Words fail when we attempt to describe the hugeness of the trees, falls, canyons, or the beauty of the mountain slopes, colored rock formations, lakes and wildlife.

"There was a tremendous lot of water stored for irrigation purposes and more arid and desert lands than we ever imagined existed.

"We made a brief tour of the Thermopolis hot springs and bath house regions arriving home with a conscious knowledge that there is truly a wonderful, powerful and loving Creator, who still lives and answers

prayer." Reverend Dixon commented.

"The trip was made in a 1939 sedan having 101,477 miles on it and the 4,570 miles cost less than 1 1/2 cents per mile for gas and oil. We had one flat at Ainsworth caused by a cut on the casing and this happened while parked."

Mrs. P. E. Fisher Dies in Washington

AMELIA — Paul Fisher received word Monday, June 26, of the death of his mother, Mrs. P. E. Fisher, at Arlington, Wash.

Mrs. Fisher had been in "poor health" for sometime and Paul had recently returned from a visit with them.

Other Amelia News

Mrs. Etta Ott returned home Saturday, June 24, from a visit with her brother, Alver Athens, at Sioux City.

Mr. and Mrs. Floyd Adams and Donnie spent Sunday, June 25, fishing at Spencer dam.

Mr. and Mrs. Earl Doolittle and sons, Jimmie and Donnie, visited a few days with her parents, Mr. and Mrs. DeHart, in Iowa.

Mr. and Mrs. Ralph Rees went to Pickstown, S. D., Sunday, June 25, to take their grandchildren, Robert, Judy and John Taylor, to visit their father, Frank Taylor, who is employed there.

Mr. and Mrs. Ed White, Mr. and Mrs. William Ragland and family drove to Grand Island Thursday, June 22, to meet Mrs. Julia White, who had been visiting relatives at York.

Mr. and Mrs. Dick Porter and son, Bobbie, of Basin, Wyo., spent a few days last week visiting her parents, Mr. and Mrs. Frank Backaus.

Al Griffin and daughter, Joan; Miss Ardis Bligh, of Elgin; Charles Bligh and Lewine Wickham, of Valentine, visited at the Frank Pierce home Sunday, June 25. Raedee Wickham returned to Valentine with her mother.

Connie Gilman spent several days last week with Mrs. Duane Carson.

Mr. and Mrs. Kenneth Stahley and family, of Milford, recently visited with her sisters, Mrs. Lawrence Barnett and Mrs. Lee Sammons, and families.

Rev. and Mrs. Dallas Wadsworth and family, of Ipswich,

Ticklers

By George



"The boss must be in a playful mood today—Charlie went in to ask for a raise!"

S. D., visited friends in this community last week.

Mr. and Mrs. Darrel Baker and Mrs. Viola Travers, of O'Neill, visited at the Henry Travers home Sunday, June 25.

Mr. and Mrs. S. C. Barnett visited at Lawrence Barnett's Sunday, June 25.

Donnie Peterson is visiting at the home of his uncle near Sargeant.

Forrest Sammons was guest of honor at a surprise birthday anniversary party on Monday, June 19.

Mr. and Mrs. Paul Adams and daughter, Paula, of Phoenix, Ariz., have been recent visitors at the home of Mr. and Mrs. Alfred James.

MOTOR VEHICLES TITLES

Midwest Motor Co to James E Wiley-Dorsey Chev 1948.

Wayne Galven to Dona Ray Breiner - O'Neill Ford Pickup 1950.

Galven Motor Co to Wayne

Galven-Atkinson Ford Pickup 1950

Galven Motor Co to Alexandria F & Leo J Heinowski-Atkinson Ford 1950

R W Shelhamer to Ronald Borg - O'Neill Ford 1924

A Marcellus to Frank Biglin - O'Neill Buick 1950

Myers Jouvenat Motors to John Steskal - Inman Ford 1950

C M Wilson to James K Newman - Stuart Plymouth 1950

Glen Cobb to Robert B Jensen & Jack H - Stuart Pontiac 1949

Glen Cobb to Louis Storjohann - Spencer Chev 1 ton 1950

Lohaus Motor Co to Ervin L Van Buren - O'Neill Chev 1937

Asimus Motor Co to Ben Vonasek - Star Kaiser 1951

Clearwater Motor Co to Floyd R Keithley - Atkinson Chev 1935

A Marcellus to John E Bahl - O'Neill Mack Truck 1947

Robert B & Jack H Jensen to Mrs Earlene Meininger - Stuart Chev 1949

Dean Streeter to M B Law-

rence - Emmet Chev 1936

Lohaus Motor Co to George J or Ruth A Roby - Ewing Ford 1950

Lohaus Motor Co to Hugh or Vivian Ray - O'Neill Ford 1939

Lohaus Motor Co to Mrs H J Birmingham - O'Neill Ford 1950

Stevens - Keim Heidemar to Rob Roy Prouty - Spencer Ford 1934

A Marcellus to Lloyd Johnson - O'Neill Chev 1939

Lohaus Motor Co to Walter L Sievers - Chambers Chev Truck 1942

F H Spangenberg Inc to Lloyd Burgess - Emmet Plymouth 1940

Vesika Motor Co to W F Finley M. D. - O'Neill Studebaker 1950

Gill Motor Co to J B Ryan Est - O'Neill Ford Pickup 1950

Glen Cobb to Leo Vanderbeek - Stuart Ford Pickup 1930

Galven Motor Co to Mark W Hendricks - Atkinson Ford Express 1950

Lohaus Motor Co to D V or Eileen Robertson - O'Neill Ford 1950

Gill Motor Co to Nolan or Kathleen Delosk - Stuart Ford 1941

O'Dey's Auto Sales to Fern A Pruden - Ewing Chev 1950

Arthur Kaiser to Charlie Sigman - Amelia Ford 1930

Midwest Motor Co to Joseph F Hansen - O'Neill Chev 1948

THE FRONTIER, O'Neill, Nebraska, June 29, 1950—PAGE 15

Brown Motor & Impl to John F Alderson - Chambers Kaiser 1948

Harley Hardware to C E Alderson - Chambers Ford 1929

Lohaus Motor Co to A D or A B Gilg - O'Neill Ford 1950

Lohaus Motor Co to Ruth Case - O'Neill Ford 1950

A Marcellus to M L Harmon - O'Neill GMC Pickup 1950

Midwest Motor Co to George W Oetter - Ewing Chev Pickup 1950

Wm Krotter Co to Harry W Wayman - O'Neill Chev 1938

Milton Audrus to Laurence Schneider - Atkinson Chev 1935

Gillette & Son to Harold Dean Young - Chambers Chev 1937

Miller Motor Co to F W Withers - Atkinson Plymouth 1950

Midwest Motor Co to Roy A Dickau - Atkinson Ford 1947

Gillette & Son to Lad Sladek - Chambers Chev 1947

Midwest Motor Co to Charlie Fleming - O'Neill Ford 1941

A Marcellus to Donald Harmon - O'Neill Plymouth 1941

Petring Motor Co to Holt Co - Ford 1 1/2 ton 1948

Brown Motor & Impl Co to Chet or Clara McClenahan - Chambers Chev 1939

Galven Motor Co to Andrew

Ramold - Atkinson Ford 1941

Taylor Motor Co to Vern Wrede - O'Neill Ford Pickup 1950

Brooke Auto Sales to Willard Ratliff - Atkinson Chrysler 1940

Glenn Cobb to Donald R Myers - Stuart Ford 1931

Midwest Motor Co to John F Jones - Atkinson Chev 1950

A Marcellus to Rev A A Onak - O'Neill Buick 1950

Leonard Halstead to R W Parker - O'Neill Olds 1941

Egger & Anderson to L B Price - O'Neill Ford 1930

Lohaus Motor Co to Francis X Tenberg - Atkinson Mercury 1946

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Women's Blue Jeans .. 2.19

Girls' Blue Jeans 1.79

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Boys' Swim Trunks

1.49 - 1.98

Jr. Girls' Swim Suits

1.49

ANOTHER STRIKE

AGAINST THE PUBLIC AND INDUSTRY AND AGRICULTURE SERVED BY FIVE WESTERN RAILROADS

President Truman's EMERGENCY BOARD recommends a 40-hour week and a pay increase of 18 cents an hour, or \$1.44 a day for switchmen represented by the Switchmen's Union of North America.

• Notwithstanding the tremendous increase in their expenses involved, the

Railroads' answer to Board is ... **YES!**

Union leaders' answer to Board is .. **NO!**

In face of Board findings to the contrary, union leaders insist on 48 hours pay for 40 hours work. This would be an average increase of 31 cents an hour, or \$2.48 a day. So Union leaders have called a completely unjustified strike on 5 Western railroads, effective June 25.

On June 15, an Emergency Board appointed by President Truman under the terms of the Railway Labor Act recommended the railroads grant switchmen a 40-hour week and a wage increase of 18 cents an hour, or \$1.44 for an 8-hour day.

Despite the added financial burden involved, the railroads are ready to accept these recommendations, as they have always accepted Emergency Board recommendations on national issues.

But the leaders of the Switchmen's Union refuse to accept! They demand an average increase of 31 CENTS AN HOUR OR \$2.48 A DAY—although their present earnings are substantially higher than those of workers in other industries!

Board Says Demands Unjustified

In its report, the Board declared this demand unjustified by all the evidence presented. It also pointed out that it would give the switchmen an unfair pay advantage over other groups of railroad employees, and would add too great a burden to railroad costs.

Here is another case of a railroad union flouting the findings of an Emergency Board—another case of calling a crippling

strike in an outrageous and reckless attempt to force demands which the Board clearly labels as unjustified!

Leaders of the Switchmen's Union are calling this strike in defiance of the Board—in defiance of the facts—and at the expense of the public!

In its report on this case, the Board made this statement:

"The railroad industry, the Board believes, needs above all else a period of relative stability to adjust and adapt itself to present competitive post-war conditions."

Despite this warning, the leaders of the Switchmen's Union are upsetting the apple-cart—forcing a completely unjustified strike against everybody who uses the railroads.

FIVE WESTERN RAILROADS AFFECTED BY THE JUNE 25 STRIKE

The five railroads affected by this strike, which goes into effect at 6:00 A.M. local time, Sunday, June 25, 1950, are.

Chicago Great Western Railway Company
Chicago, Rock Island & Pacific Railroad Company
The Denver & Rio Grande Western Railroad Company
Great Northern Railway Company
The Western Pacific Railroad Company

It is time to put an end to such un-American tactics!

The Answer to a Raw Attempt At Dictatorship is "No!"

In the interest of the public who depend on the railroads every day, there can be only one answer to this outrageous and dictatorial action by the leaders of the Switchmen's Union. And that answer is—"NO!"



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