

Prairieland Talk

No Room for Prejudice

By ROMAIN SAUNDERS

LINCOLN—Religious prejudice or prejudice directed to an individual, a people or a nation because of their religion, has kept neighborhoods, communities and nations at sword points through the long sweep of time. In the final analysis this is what brought communism into being.

The church may have invited it or it may not. Maybe those Greek clergy got a little arrogant with the result that the Russians, undergoing political and social changes turned a hateful back on everything of a religious nature. This feeling is manifest in some degree most everywhere.

My own neighborhood is touched with a bit of it. Most of the neighbors are of one faith. In came a couple not carrying the brand. They were received cordially and helped to get settled. Somehow that old feeling or prejudice that has been the curse of the race got into their thinking and they will not have a thing to do with others along the street, but will start a quarrel if they play with the children of the neighborhood. Too bad for the little girl. But maybe that newcomer mother ran into something that turned her against all the others on the street.

Prejudice is the outgrowth of closing the mind to all the facts. It erected a cross on Calvary's hill, burned victims at the stake, started witch-hunting and made fools out of otherwise sane individuals. "Hated stirreth up strife; but love covereth all sin."

There is no room for prejudice if we but wrap ourselves in the mantle of charity for the other fellow, the sort of charity that "suffereth long and is kind, envieth not and vaunteth not itself."

Earthquakes during the past 10 years took the lives of 50,000 people and left 120,000 homeless.

Soil conservation has become a fad. Trust it's not commercialized excessively. The few farmers I contact in the corn and wheat country pass it off with a smile when conservation is mentioned—apparently satisfied to harvest an individual crop of anywhere from 10 to 15 thousand bushels of grain by the farmer's method he has tested in a life time on the farm. The ancients had a simple method of conservation. Every seventh year they did not plant a crop. They seemed to make out alright judging from the daily allowance for King Solomon's household, which consisted of 30 measures of fine flour, 60 measures of meal, 30 head of cattle, 100 head of sheep, some deer and roebuck meat and "fatted fowl." Of course, that wise man had something of a household to provide for. His discerning eye had taken a fancy to a thousand Oriental ladies whom he must keep well fed, beside the retinue of retainers.

High in the heavens the full moon rides across the prairieland sky as the month of March has drawn to a close in a gust of wind. Trees are taking on the emblems of renewed life, front yards are putting on their summer robes of green and early blooming plants are adorned in gold and crimson colors. Back yards, garden grounds, farm lands have been invaded again with planters and gardening tools. Seeding time and then the harvest. Out across the far-flung landscape industrious citizens sow in hope. Nature blooms again in shimmering shades on peaceful prairieland, our favored realm in a troubled world. And so once more down the highway of time nature blooms forth in regal glory, flowers giving a touch of color and fragrance to the scene, birds and insects on the wing, while men growl over high taxes, bad roads and scheme to put their plans over.

The Frontier is one of the 13 Nebraska papers listed by the Nebraska Newspaper, organ of the State Press association, which have received awards in newspaper making the past few years.

McCarthy in the United States senate and Carpenter in the Nebraska unicam give a touch of drama (or is it tragedy?) to otherwise staid routine sessions.

One unionized group asks for an increase in pay, sidestepping the old alibi of living costs but that they are giving the bosses an "increased output."

Of the many jobs a president can hand out, the judicial robe of a federal judge is about the choicest.

There's an old saying that a thing is worth what someone is willing to pay for it. Well, if you could tour the wholesale and retail used car auctions around the country, if you could survey hundreds of used car lots you would discover that used Fords bring higher prices than any competitive make—and by substantial amounts.

That's why we feel our '53 cars should not be compared with cars in the same price range. Not because our competitors don't do a good job—obviously they do—but because we feel Ford Cars have more in common with the highest priced automobiles. The similarities are far greater than the differences.

For example, Today, the most expensive cars in this country have V-type, 8-cylinder engines. Ford Cars have had this exact same type of engine for over 20 years.

What's more astounding, the current Strato-Star V-8 sells for hundreds of dollars less than several other makers charge for a six-cylinder car. Now there's nothing wrong with a Six but they do cost less to make. Ford makes a Six—the most modern overhead valve Six in the industry. And if it's a six-cylinder car you want, Ford has it and for less money than the V-8, which is as it should be.

What about ride? Here's another Ford similarity with high-priced cars... Riding Comfort. One of the misconceptions for many years has been that weight—sheer weight—is what it takes to make a car ride well. Ford has found that you can make a 3000-pound car ride softer and hold the road better by far than many cars that weigh a full 1000 pounds more. In the '53 Ford, for example, front end road shock has been reduced up to 80%. We say it compares most favorably with the heaviest cars sold today.

What about automatic transmissions? It would take the fingers of both hands to count the various kinds of automatic and semi-automatic transmissions on the market today. The one we

offer is called Fordomatic. It is the most versatile on the market, it represents the most profound consideration of engine-to-wheel power transfer—and that it does the best job for our engines isn't even open to question. It "shifts" better than you could shift by hand.

What you can see is also important. Here again Ford Cars lead not only in their price field but in the medium and upper brackets as well. Ford visibility is Full-Circle Visibility. This means huge, curved unobstructed glass area, front and rear, plus side windows that allow all passengers what the hotels call "room with a view."

Appearance? A higher price, of course, does not make a car more beautiful. Conversely, beauty in a Ford comes "for free." Ford has found that it costs no more to develop a beautiful car than one that is less pleasing in appearance. You can drive up to the most exclusive doorways in the world and feel perfectly at home in your Ford. Fords "belong"... in exactly the same social category as the finest, one-of-kind creations. After all, a Ford is a custom creation multiplied.

What about running costs? Here's one place that Ford's advantages are obvious. For oil and gas economy Ford has the big cars whipped. Ford parts cost less. Ford service charges are less. Ford tire mileage is thousands of miles greater. And, Ford depreciation is the lowest of any car on the market—bar none.

What are Fords made of? Some people have the idea that the costliest cars are made of "better stuff." It's true that some high-priced cars have costlier upholstery and fittings. What Ford has is

so good, both in durability and appearance, that you probably could not tell the difference. You might even prefer it, because of its better design and more pleasing appearance.

Then there's the question of sheet metal. If you were to measure and analyze the sheet metal structure in the most expensive car, you most likely would find it identical in thickness to the corresponding panels in Ford.

After all, then, what is the difference between a Ford and the costliest cars?

In our opinion, the difference is largely a matter of dimensions, weight (and the power required to move it) plus the distinction of owning a car that not so many other people own. The desire for these things is understandable... and probably justified for people who are willing to pay the price to satisfy it.

As to comparing Ford with other cars in its price range, by all means do so if you wish. But, as we said before, you'll get a better picture of Ford value by comparing with cars that are most like Fords—those that are priced up to twice as much. In fact, we think you'll quickly begin comparing the other cars with Ford—because the 1953 Ford has really established the New Standard of the American Road.

'53 FORD
Worth more when you buy it...
Worth more when you sell it...
F.C.A.



Girls' State Choice

Miss Mary Chvala (above), daughter of Mr. and Mrs. Pete Chvala of Monowi, has been selected as the Lynch high school girls' state representative in June. She is a junior.

Highway 108 to Get Resurfacing

6.4 Miles on U.S. 281 Also Allowed

Announcement of an award of a contract for resurfacing state highway 108 south of Page was made last Thursday by State Engineer L. N. Ress.

Francis R. Orshek company of Fremont is to receive \$74,620.21 for rebuilding the 4.4 miles of bituminous surfacing.

Nine contractors bid on this job at the March 26 letting. Two of the bids were below the department's estimate of the cost, Ress said. Orshek's bid was \$3,140.21 less than the next low bid and \$13,121.20 beneath the high bid.

According to the working schedule set by the department of roads and irrigation, the contractor is to begin operation by May 11 and complete his construction within 75 working days. Sundays, Nebraska legal holidays and days when the weather or soil conditions prevent operations are not counted as working days.

Within Page, the new surfacing is to be 47 feet wide, extending to the existing curbs and gutters. The rural width will be 22 feet. All of the resurfacing will be at least five inches thick. Some of the existing bituminous surfacing will be torn up and soils and sands will be added to the bed to improve the foundation.

When bids were asked for this project, the highway department

announced that this road had the lowest rating in the emergency category of any bituminous surfaced highway on the federal-aid secondary system in field division eight.

A contract for resurfacing U.S. highway 281 for 6.4 miles north of St. Libory also has been awarded.

Robert M. Stump of Lincoln has the contract and made a low bid of \$13,186.90 for the hot-mix resurfacing. Seven firms bid on this job at the March 26 letting and four of the bids were under the highway department's estimate of the cost of the work, Ress said. Stump's bid was \$3,484.90 under the lowest bid and \$23,766 beneath the high bid. The contractor is to begin his work by May 19 and complete it within 100 working days.

The hot-mix is to be three inches thick and 24 feet wide. It will be laid on one lane at a time, with one-way traffic necessary only in the immediate vicinity of the lay-down machine.

One important factor which lowered the rating of this road, Ress said Thursday, is that since 1949 it has cost twice as much per mile to maintain this highway as the average mile of bituminous highway in the state.

They will be joined by Wendell Leeling of Harrison, who made his home with the Hitchcocks for several years prior to army duty. A veteran jockey, he recently returned from overseas and has been separated from the service. Wendell is well-known in the Atkinson and O'Neill communities.

Frontier for printing!

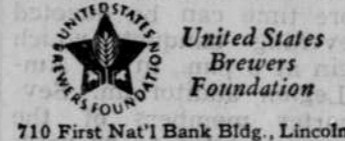
It Happened In NEBRASKA...



Range feuds between big cow outfits and "dry farmers" wrote a vivid chapter in Nebraska history. When the farmers put up fences to protect their acreage, big cattle raisers often cut them down. Then farmers would retaliate on the range fencing of the cattlemen. Near Kearney in the '80's, it was common for both sides to send out masked men to cut down "enemy" barriers.

Today a more law-abiding Nebraska is typified by its tavern industry. Approved and respectable tavern operation is no longer the exception; it's the rule—thanks to a continuing educational program by the brewing industry.

NEBRASKA DIVISION



710 First Nat'l Bank Bldg., Lincoln

On Florida Trip—John Bowen, who is attending Southern Methodist university at Dallas, Tex., recently went by air to Florida with the university ROTC band to witness an air show on April 1. They stopped at New Orleans, La., traveling both ways. He will be touring the southern states with the university chorus later this month.

HEARD AND SEEN—With its siren open, a fire truck tore through the Sutton streets. Then it stopped at the fire station and the driver jumped out—to brag about the new truck he was delivering to Wauneta.

Star to Meet—The regular meeting of Symphony chapter 316, Order of

Eastern Star, will be held tonight (Thursday), 8 p.m.

Dr. Rex W. Wilson, M.D. PHYSICIAN & SURGEON. Offices, 128 W. Douglas St. O'Neill. Phones: Office 138, Res. 158

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LADIES!

Here's a Reminder

FREE COOKING DEMONSTRATIONS today (Thursday) . . . 10:30 a.m. and 2:30 p.m. . . featuring HOTPOINT'S Home Economist Barbara Gray. Plan to be with us. FREE DOOR PRIZES. Nothing to buy. Cooking at a touch with the instant starting 1953 HOTPOINT colored-keyed pushbutton electric range.

BE OUR GUEST . . . BRING A FRIEND



Next Door O'Neill Nat'l Phone 415

Worth more... and why



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Lohaus Motor Co.

PHONE 16

O'NEILL

THE FRONTIER

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Editorial

New Crusade

Gen. Maxwell Taylor, who succeeded General Van Fleet as commander of the Eighth army, had an interesting comment to make the other day on soldiers as men of faith, according to a recent issue of the Christian Science Monitor.

Impressed by the number of chapels he saw along the Korean front, he declared that people at home might be surprised to see the extent of the soldiers' interest in things spiritual.

Men of the sword, he continued, had propagated much of the Christian faith, particularly during the Crusades; many cathedrals were built by feudal barons who were leaders of soldiers. And today, he concluded, the United Nations forces are in Korea "because we believe there is a better world we can construct through our efforts as soldiers."

To this high-minded evaluation of the Allied soldiers and their purpose in Korea, The Monitor added a further distinction. There is one great difference between the "crusade" of today and the "holy war" of earlier centuries. War itself is now generally regarded as essentially un-Christian, as (at best) a necessary expedient in the defense of freedom rather than a glorious virtue in and of itself.

To the pacifist who condemns war under any and all circumstances this may seem a small distinction; but to the Christian soldier in the front lines it may represent the difference between accepting the hideous destruction around him as part of God's plan for the world and seeing it as the necessary cost of humanity's failure to avail itself, collectively as individuals, of the higher law of God.

The guns with which he resists the enemy's aggression are not the instruments of Christianity. But the courage and faith he may find in a bunker chapel—or in his own heart—these are the Christian weapons with which the good soldier may help to wipe war from the earth.

Death and Taxes

Nothing is certain, it has been said, except death and taxes. In China, according to a report by the official newspaper of the Chinese communist party central committee, Peiping People's Daily, the two inevitable facts of life are being more closely linked. Hundreds of peasants are committing suicide because of high taxes, the paper admits, but one wonders whether the concern expressed is for the death toll or for reduced tax collections.

The Missouri river on Easter Sunday this year was a model child compared to its violent behavior of a year ago when the worst flood of the century swept down the valley. The snow blanket in the Dakotas this winter was negligible compared to several feet of snow in 1952.

Next comes the special election on O'Neill's proposed 40-thousand-dollar swimming pool.

Balmy skies abetted Easter paraders in North Nebraska cities and towns.