

Legal Notices

(First pub. Dec. 3, 1953)
 Julius D. Cronin, Attorney
NOTICE TO CREDITORS
 Estate No. 3938
 In the County Court of Holt
 County, Nebraska, November 25,
 1953. In the matter of the Estate
 of Robert H. Johnson, Deceased.
 CREDITORS of said estate are
 hereby notified that the time
 limited for presenting claims
 against said estate is March 24,
 1954, and for the payment of
 debts is November 25, 1954, and
 that on December 24, 1953, and
 on March 25, 1954, at 10 o'clock
 A.M., each day, I will be at the
 County Court Room in said
 County to receive, examine, hear,
 allow, or adjust all claims and
 objections duly filed.

LOUIS W. REIMER
 County Judge
 (COUNTY COURT SEAL) 31-33c

Visits Patient—

Cal McElvain of Fairmont is
 visiting at the home of his brother
 and sister-in-law, Mr. and
 Mrs. Ralph McElvain. On the
 way here, he stopped in Norfolk
 to visit his sister, Mrs. Herbert
 Russ, who is a patient in Our
 Lady of Lourdes hospital.

ROYAL THEATER

Thurs. Dec. 10
THE BLUE GARDENIA

Anne Baxter, Richard Conte
 and Ann Sothern with Raymond
 Burr, Jeff Donnell, Richard Erd-
 man and George Reeves.
 Family night \$1; adult 50c;
 children 12c; tax incl.

Fri.-Sat. Dec. 11-12
THE BIG SKY

Co-starring Kirk Douglas,
 Dewey Martin, Elizabeth Threalt,
 Arthur Hunnicutt. With fist and
 fury and lusty might... they
 carved America from wilderness.
 Adult 50c; children 12c; tax incl.
 Matinee Sat. 2:30. Children un-
 der 12 free when accompanied
 by parent

Sun.-Mon.-Tues. Dec. 13-14-15
ARROWHEAD

Color by technicolor... you'll
 share every thrill of the battle
 between the army scout and his
 lifelong enemy, the Apache chief!
 Charles Heston, greater than in
 "The Greatest Show on Earth."
 Jack Palance tops his role as the
 killer in "Shane." Katy Jurado,
 exotic beauty of "High Noon!"
 Adult 50c; children 12c; tax incl.
 All children must have tickets.
 Matinee Sunday 2:30

State Capitol News

Carmody Says Unicam Rushed Bill

By MELVIN PAUL

The Frontier's Statehouse Correspondent

LINCOLN — The "fat" may
 have "fallen into the fire" this
 week as far as the question of
 some highly important wording
 in highways laws was concern-
 ed.

The attorney-general's office
 ruled that funds from the gasoline
 tax and from motor vehicle regis-
 tration fees couldn't be used to
 maintain roads on non-statutory
 highways. These highways, amount-
 ing to about 1,915 miles in all,
 have never actually been placed
 on the state highway system
 by the legislature. But because
 state and federal funds were
 used in their construction they
 have been added through the
 years.

The opinion said that only "in-
 come from other sources" could
 be used on these. Since the gas
 tax and registration money con-
 stitutes the largest slice of state
 money available, prohibiting its
 use on the 1,915 miles—about 20
 percent of the entire system—
 would mean they couldn't be
 maintained, State Engineer L. N.
 Ress declared.

But in its contracts with the
 federal government for matching
 money for these roads, the state
 promised to keep them main-
 tained. Highway officials expressed
 fears that if they weren't kept
 up, the federal government might
 cut off its highway funds. That
 could wreck the current con-
 struction campaign.

This was what brought talk of
 a special session of the legisla-
 ture.

Deleted Words—

The trouble seemed to stem
 back to an accumulated confusion
 in wording over the years. The
 state highway system has never
 been completely defined. The
 word "federal highways" is
 sprinkled through the statutes
 although there really is no such
 thing. They are only state high-
 ways built in part with federal
 funds.

Walter James, state revisor of
 statutes, tried to bring this to
 the attention of the legislature
 in 1947 and even drew up correc-
 tive bills.

But no one paid any attention
 as the legislators were anxious
 to get the session ended and
 return home.

This year the state highway de-
 partment decided to have another
 stab at it.

They drew up a bill defining
 the state highway system. And in
 another "catch all" bill they de-
 leted the word "federal" so there

would be no conflict between the
 statutes.

The "catch all" bill was duly
 introduced and was among the
 last bills passed in the session.
 The "definition" bill had quite
 another fate.

Highway Commission Contravenes—

For in the meantime senators
 fighting the idea of a highway
 commission came up with the
 idea of a "highway study com-
 mittee." In order for this group
 to have something to do, the
 backers decided to let it have the
 job of defining the state highway
 system. The bill defining the
 system was tucked away and
 never introduced.

When plans for a highway com-
 mission were sidetracked by an
 attorney general's ruling that all
 its members would have to live
 in Lincoln, the commission back-
 ers turned to the "highway study
 committee" idea. This was largely
 incorporated into the highway
 commission bill which was event-
 ually passed.

All except that business about
 "federal" roads being part of the
 highway system. Somehow, that
 got left out all the way around.

And this omission has proved
 crucial.

Carmody Charges—

A long time backer of the high-
 way commission plan, Sen. Arthur
 Carmody of Trenton, charged
 that if a special session had to
 be called the blame could be laid
 at the door of the state highway
 department. He said they rushed
 through the "catch all" bill in
 the closing days of the session,
 creating the muddle.

But Engineer Ress said the bill
 contained sections necessary for
 the department to carry out its
 current two year construction
 program. Those included access
 regulations and survey rights.

Sales Tax "Threat"—

Governor Crosby's initial re-
 action was to say he wanted to
 seek every avenue before calling
 a session. Some insiders said he
 didn't want a session where the
 tax question might be raised. Al-
 though the legislature is restricted
 at a special session to matters
 contained in the governor's call,
 such a session would provide a
 sounding board for opinion on the
 tax situation. Some quarters
 believe that the position of those
 favoring a sales or income tax is
 stronger than it has ever been.

A clear indication of this came
 when the Lincoln Chamber of
 Commerce passed a resolution
 recommending "a sales or income
 tax or a combination of both." Up
 until two or three years ago,
 Lincoln was an anti-sales tax
 stronghold. But sources say that
 some Lincoln merchants got tired
 of turning in higher assessments
 than their neighbors in an effort
 to be honest. The continued dis-
 advantage has made some of
 them believe a broadening of the
 tax base is the only answer, it is
 reported.

The Chamber resolution went
 through the hands of three sepa-
 rate committees and emerged
 virtually as the taxation sub-com-
 mittee wrote it. Observers re-
 marked on the startling unanimity
 thus displayed.

Omaha is still expected to fight
 a sales tax, however. And Omaha
 has always been able to get three
 members on the legislature re-
 venue committee. This solid core
 has consistently been able to get
 enough help in the nine-man
 group to kill all sales tax bills.

Record of Repeal—

The repeal of the 18th amend-
 ment which had prohibited liquor
 occurred 20 years ago this month.
 Nebraskans voted 328,074 to 218,
 107 in the 1934 general election
 to repeal the prohibition amend-
 ment to the state constitution
 and the 1935 legislature legalized
 the sale and distribution of liquor
 in June, 1935.

Since then \$43,903,908 in tax
 revenues from the sale of alcoholic
 beverages has gone to the state,
 according to Licensed Beverage
 Industries, Inc., national public
 relations arm of the alcoholic
 beverage industry. In addition
 approximately \$7,800,000 has gone
 to the cities and counties and
 school districts from state license
 fees retained by these units as
 well as from occupation taxes.

Chairman Tal Coonrad of the
 state liquor commission summed

it up this way: "While the public
 revenues derived from legal sale
 of alcoholic beverages are sub-
 stantial, in analyzing the entire
 picture it should be remembered
 that these revenues are not all
 profit. The administration and
 enforcement factor now requires
 about six percent of the state's
 revenues received. However, this
 represents a marked contrast to
 the prohibition era when we still
 had liquor traffic and with great-
 er enforcement problems but no
 public revenue benefits from its
 sale and distribution."

20 Attend Meeting of Community Club

INMAN—The Community club
 met Monday evening, December
 7, at the home of Mr. and Mrs.
 Ray Siders. About 20 attended
 the meeting conducted by the
 president, Mr. Siders. Refresh-
 ments were served.

Other Inman News

Mrs. M. L. Harkins and daugh-
 ters, Hildred and Mrs. H. E.
 Smith, spent Tuesday, December
 1, in Norfolk on business.
 Mrs. Leo Hines of O'Neill
 spent Tuesday afternoon, Decem-
 ber 1, visiting in the Harry Mc-
 Graw home and attending the
 Harmony club meeting.

Mr. and Mrs. Donald Wolfe of
 Amelia were Tuesday, December
 1, visitors in Inman. Mrs. Wolfe
 attended the Harmony club that

afternoon at the McGraw home.
 Mrs. Walter Jacox spent from
 Tuesday, December 1, until Sat-
 urday visiting relatives and
 friends in Bassett.

Mr. and Mrs. James Coventry
 and daughter, Kay, and son, Bill,
 were Sunday dinner guests in the
 home of Mrs. Coventry's parents,
 Mr. and Mrs. H. W. Tomlinson,
 at O'Neill.

Jim Ferris, who is employed at
 Oakdale, spent the weekend here
 with his family.

Naomi Ross, who is employed
 at O'Neill, was an Inman visitor
 Sunday.

Stuart Gals Win Volleyball Opener—

STUART — The Stuart high
 school volleyball team won the
 first game of the season. The
 players journeyed to Spencer
 Tuesday night, December 1, to
 play against the Spencer girls.
 The score was 37-31.

Phone us your news — 51.

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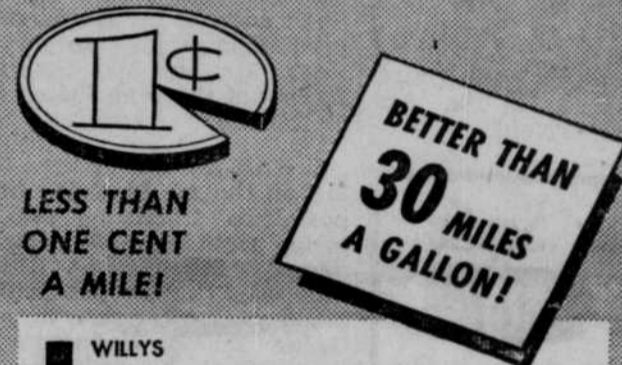
Flowers For All Occasions

BEFORE YOU BUY ANY NEW CAR— ASK YOURSELF THESE 5 QUESTIONS

*Does it match the
 Aero Willys on...*

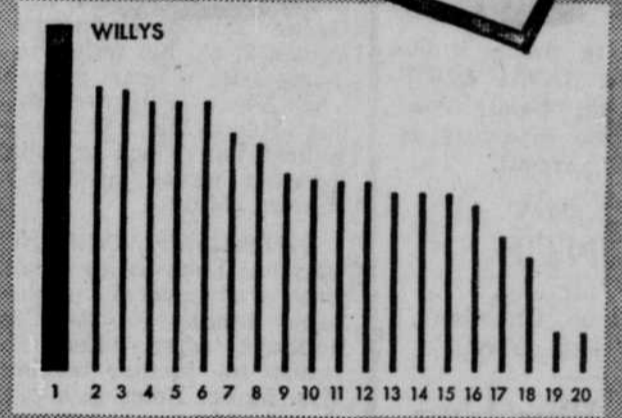
ECONOMY...

An independent auto-testing organization drove three
 AERO WILLYS cars, with overdrive, through all 48 states,
 covering more than 90,000 miles. On gas, they averaged
 better than 30 miles per gallon. And total operating cost
 was less than a penny a mile!



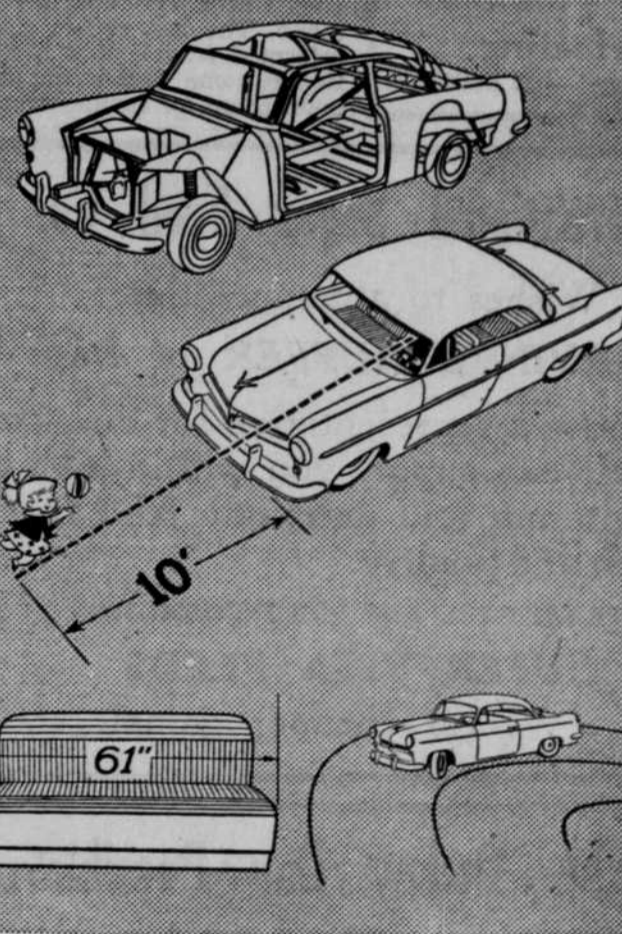
SAFETY...

"Motor Trend" magazine has published ratings of 20 lead-
 ing American automobiles on safety. They picked AERO
 WILLYS as the safest car of them all! Modern, aeroframe
 construction... good visibility... low center of gravity
 ... all make AERO WILLYS safer for you!



CONSTRUCTION...

Most automobiles are still made the old-fashioned, "two-
 piece" way—by just dropping a body onto a frame and
 bolting them together. AERO WILLYS is made the modern
 "aeroframe" way—one sturdy unit, for greater strength
 and safety, less body noise.



VISIBILITY...

From the driver's seat of an AERO WILLYS you can see
 all four fenders. This means safer driving, and much easier
 parking. Visibility forward is another big safety factor—
 you can actually see the road ahead of you as close as 10
 feet in front of the car.

COMFORT...

AERO WILLYS gives you "small-car" economy—but
 "big-car" comfort! You get more than five full feet of
 seating width in both front and rear seats. And you can
 drive around curves without that uncomfortable feeling of
 sway or roll you get in most ordinary cars.

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West Douglas

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AT O'NEILL
 American Legion Auditorium
 & BALLROOM
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ACES OF RHYTHM
 Admission: Adults \$1; Students 50c

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