

State Capitol News

# Land-Buying Policy Jeopardizes Sports

LINCOLN—A possible threat to future recreational possibilities was called to the attention of the public this week by Paul Gilbert, executive secretary of the state game commission.

Gilbert said that a new federal government land buying policy might jeopardize the public's use of recreational areas around dams-reservoirs.

Specifically, the policy cuts down the amount of land to be purchased for public recreation areas. Only land within about 300 feet of the expected lake behind the dam will be bought.

Reasons given by the federal authorities are that this way cost of the dam project will be less and also that more private land will be left on the tax rolls.

Gilbert said that he doesn't want to get involved in the politics of the matter. But he insists that the public interest won't be served. Here's why.

On the Medicine Creek dam-reservoir in south central Nebraska the federal government bought land from a quarter to half a mile from the edge of the eventual lake behind the dam. This has been turned over to the state game commission which is busy arranging hunting and fishing areas, public picnic grounds, boating areas, and other recreational facilities.

But, at the new Gavins point dam on the Missouri river the recently announced 300 feet policy is to be put into effect. This dam is on the river where it runs between Knox county in Nebraska and South Dakota.

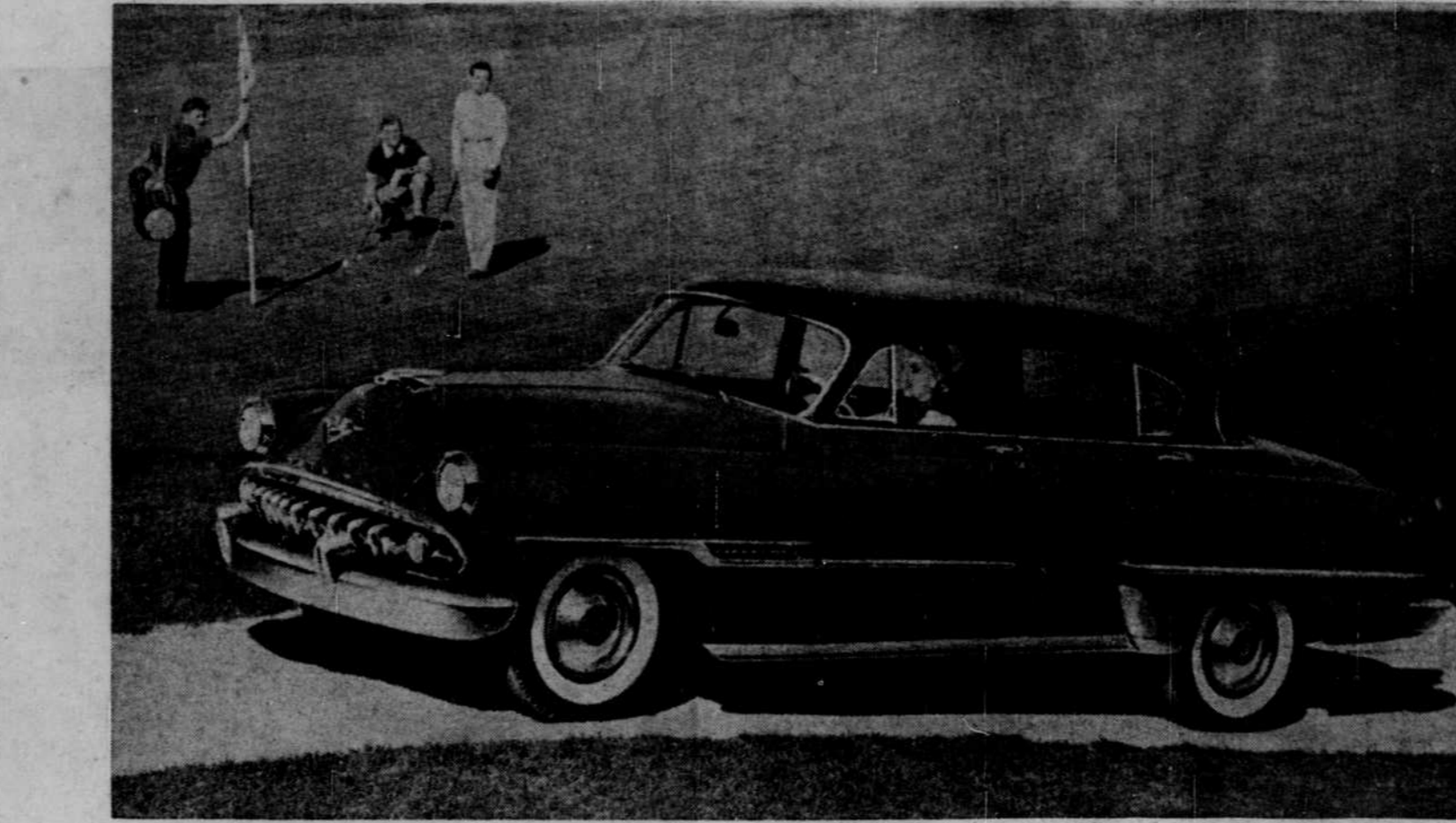
Gilbert said there are a number of things wrong with this proposal.

First, it makes it unlikely that there can be many recreational areas. Second, it is sure to cut down hunting because of the danger of bullets straying from a 300 foot wide strip into private property would be too great. The army corps of engineers, which is building the dam, indicates it will buy less land along the upper reaches of the expected lake. Yet that's where the best fishing is, Gilbert said.

But even more troublesome is the fact that private interests will be allowed to encroach so close to the waters edge. This is especially true along the Missouri where 300 feet from the water's edge will be barely up the bluffs. Private interests could cluster right on the bluffs themselves.

Also this would make it difficult for park officials to "police" the area to keep out undesirable commercial establishments.

The public will be limited in access roads to the narrow



DeSoto for '54 . . . the greatest car of the year.

strip of land along the man-made lake. This may cause trouble if citizens start cutting across private fields.

Gilbert recently had a conference with Army officials and announced himself as extremely dissatisfied with their proposals. He said he has asked the Nebraska congressional delegation to see what can be done.

"As times go on the places for the public to enjoy will be few and far between. A man with moderate means will find himself handicapped as it is. This policy would appear to cut down even what we had expected would be available," Gilbert said.

**Highway Department Backed—** On the basis of votes on two state highway relocations thus far it would appear the state highway department is able to make a good case for its decisions as far as the new state advisory highway is concerned.

For the second time the commission approved a state highway department relocation choice. This came on a relocation of highway 3 between Crab Orchard and Tecumseh in Johnson county.

Earlier the commission approved a department choice in a relocation controversy on US 183 south of Basset.

The commission had three routes to choose from in the Johnson county squabble. The department had recommended the "middle one" because it said traffic surveys had shown this would serve the most people.

But a group of southern Johnson county farmers wanted a more southerly route. They said their route would save money because it wouldn't involve building a bridge and a viaduct.

The state highway department's answer had been that the bridge was necessary to take care of the major flow of Johnson county traffic. If the state abandoned it, the county would have to take it over. And Johnson county, plagued with floods in the past few years, might not be able to stand the extra expense, the department said.

The commission voted five to one for this route.

Best indication as to their reasoning came from an off-the-record comment by one commission member.

"Did you notice that hardly anyone came from Tecumseh? Yet they were the ones vitally interested. They didn't come because they didn't want to alienate any of their farmer trade along the various routes. I had them in mind when I voted for the middle route because it meant life and death to Tecumseh itself," explained the member.

This points up one of the difficulties in relocation squabbles. Everyone wants the route past his farm. The state highway department contends it takes only scientific facts—traffic, quality of ground, cost—into account. Thus far, the commission has accepted its verdicts.

**Toll Road Start—** The new state turnpike authority has decided it must cooperate with Illinois, Iowa, Wyoming, Colorado and Utah to promote a route across this part of the midwest if the nationwide turnpike comes west of Chicago, Ill.

The Indiana turnpike ends at Chicago. The possibilities from there are four.

One would be to turn up to Milwaukee, Wis. Another would cut straight southeast toward Florida. A third would be to head off toward St. Louis, Mo., and then either through Kansas or Oklahoma toward Los Angeles, Calif.

Still another would be to head straight west through Des Moines, Ia., Omaha, Lincoln, and to Denver, Colo. This is the one the Nebraska turnpike board will fight for.

One difficulty right now is that there is no money available as the legislature appropriated none. The board talked things over with representatives of various New York and Omaha financial firms. It is hoped some proposal can be worked out to finance surveys needed to see whether Nebraska can swing a toll road project.

Every thing points to the fact that Nebraska will have to get busy now if such a turnpike is to come into being. One member of the authority, John Cook of Scottsbluff, has pointed out that the state is "way behind."

**State Tax Burden—** A surprising survey by the Nebraska Citizens council, a tax research group, shows that only 13 counties in the state will be paying more money for state government this year. This comes despite the widespread equalization about which there was so much furor.

So 79 counties will pay less.

Grant county, still involved in a tax suit, has not totaled up its figures.

Douglas county (Omaha) and nearby Sarpy county (Papillon) will pay more as will Adams (Hastings) and Hall (Grand Island). The rest are western counties. Figures have indicated tax ties where state tax commission assessments were low through the years.

Statehouse observers pointed out that many of the counties which had been doing so much squawking about the equalization effort might have another thing coming. Their tax bills might be higher because there were higher local and school budgets. Or real estate might be carrying a heavier share of the burden. But most of the counties are paying less for state government than a year ago. If they have to pay more, the implication is that they haven't done their share in the past.

Lincoln county, where Gov. Robert Crosby's home town of North Platte has brought forth its share of complainers, will be paying only \$1,080 more in state taxes this year, a .2 of one per-

cent increase.

Richardson county, seat of many complaints, will pay \$35,223 less in state taxes. Otoe county, another, will fork \$64,456 less into state coffers.

Even Buffalo and Howard counties, which have tax suits against the state board of equalization, will pay \$35,817 and \$29,339 less respectively this year, as far as taxes for state government are concerned.

Overall, 8.6 percent less state government taxes will be gathered from the state as a whole. The counties which will pay more are:

Adams (Hastings) up 2.7 percent; Box Butte (Alliance), 3.8; Chase (Imperial), 16.1; Cheyenne (Sidney), 3.8; Douglas (Omaha), 4; Garden (Oshkosh), 3.2; Hall (Grand Island), 7.2; Keith (Ogallala), 7.3; Kimball (Kimball), 13.9; Lincoln (North Platte), 0.2; Perkins (Grant), 20.4; Sarpy (Papillon), 1.4; Scottsbluff (Scottsbluff), 1.1.

Mr. and Mrs. Jack Jackson and Rex of Ainsworth visited Mr. and Mrs. Jerry Wanser Sunday.

## Jet-Like Getaway in New DeSotos

DeSoto for 1954 holds the lead in the new-car excitement—and no wonder!

Folks attending the O'Neill Auto Show in progress Thursday and Friday at the American Legion auditorium here will see the '54 DeSoto and learn about:

Power Flite — the finest fully automatic transmission.

Fire Dome—world's most powerful engine design.

Full time power steering and power braking.

Luxurious new interiors matched to body colors.

The DeSoto dealer in O'Neill is the Shierk Motor Co., which also has Plymouth entered in the '54 show.

According to Paul Shierk, proprietor of the DeSoto-Plymouth agency, the Power Flite offers a smooth, jet-like getaway with silent, clutchless drive. Power

steering by DeSoto does the work for you—the motorist—every second that you drive. The power brakes are considered doubly safe by the finest safety engineers.

DeSoto offers Airtemp air conditioning.

The Fire Dome V-8 engine is stepped up to 170 hp. DeSoto also offers a six-cylinder car.

**Club Meets—** The Justa club met Wednesday, January 27, at the home of Mrs. Delbert Robertson. A business meeting was held and a lunch served. Door prizes were won by Mrs. Don Petersen and Mrs. Ed Panowicz. Guests for the evening were Mrs. Don Borg and Mrs. Ed Panowicz.

**Entertains Club—** Mrs. D. E. Nelson entertained her bridge club at her home Wednesday, January 27. High scorers for the evening were Mrs. Elgin Ray, Winnie Barger and Mrs. Virgil Laursen.

**PAGE NEWS**  
Mr. and Mrs. Neven Ickes were Sioux City visitors last Thursday. The young adult Sunday-

school class and their teacher, Harley Kennedy, and their families enjoyed a chili supper Wednesday, January 27, in the Methodist church parlors. The losers in the attendance contest entertained the winners. At the business meeting officers were elected for the coming year: Marvin Stauffer, president; Richard Heiss, vice-president; Mrs. Keith Kennedy, secretary and treasurer. About 50 were present.

Mr. and Mrs. Edgar Wood of Lincoln came Friday night to spend the weekend here with their children.

**DR. H. L. BENNETT**  
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Complete X-Ray Equipment  
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# NOTICE

## The Verdigre Livestock Market

Beginning Monday, February 8, 1954, will be under new management.

February 1, hog market 180- to 240-lb. butchers, \$26.75-\$27.00 with a top of \$27.35. Compare with any market on the same day.

We can handle your hogs and cattle.  
We will appreciate your business and good will.

**W. LLOYD BRADY**  
Operator and Manager

## Weekly Market Report

of

### The Atkinson Livestock Market

Atkinson, Nebraska

Tuesday, Feb., 2nd, Auction

Tuesday's Auction was definitely a cattlemen's bonanza. Perfect weather and lots of quality cattle drew the largest crowd to attend our Auction Sale since January of 1953. There was hardly standing room as 2,722 cattle passed through the ring. The prices on the replacement cattle and breeding stock continued to rule higher. Sale of about 900 head of Ernie Weller's X over I Brand Herefords shared the spotlight with the dispersal of an outstanding set of Angus breeding cows from the late Bert Ramms's herd.

Prices on all the replacement cattle and breeding stock continued to rule higher with the most advance on steer calves and breeding cows. The following are some Representative Sales:

Steers			Calves			Heifers		
No.	Wt.	Price	No.	Wt.	Price	No.	Wt.	Price
47	445	24.55	15	15	18.80	15	335	18.80
33	380	23.30	40	405	18.60	40	405	18.60
56	395	23.00	44	420	18.55	44	420	18.55
41	390	22.90	58	355	18.45	58	355	18.45
40	410	22.75	33	330	18.40	33	330	18.40
30	465	22.70	31	365	18.25	31	365	18.25
37	410	22.00	25	295	18.10	25	295	18.10
13	510	21.50	27	345	18.05	27	345	18.05
21	490	21.45	17	415	18.00	17	415	18.00
45	495	20.55	23	400	17.85	23	400	17.85

A large run of coming 2-year-old steers showing a world of quality and lots of bloom, found their way to the feedlots at prices about .50-1.00 cwt. higher than a week ago. No load lots of yearling heifers were present but best quality kinds were quotable at 15.50-17.00 cwt. Breeding cows were in good demand and the Representative Sales indicate the typical prices:

Yearlings, 2-Year-Olds and Breeding Cows					
Steers			Cows		
No.	Wt.	Price	No.	Wt.	Price Per Hd.
50	670	22.25	26	Angus	201.00
54	675	22.15	30	Angus	182.50
35	760	21.85	28	Angus	177.50
32	840	21.55	50	Angus	172.00
63	835	21.45	14	Angus	169.00
60	765	21.35	10	Angus	167.00
73	735	21.10	20	Angus	162.00
53	655	21.00	30	Angus	161.00
40	785	20.75	45	Angus	156.00
30	840	20.00	17	Herefords	168.00
			30	Herefords	163.00

In the butcher cattle division demand slowed a little and prices narrowed about .50 cwt. Good beef cows 10.00-12.00, canners and cutters 8.50-9.50, while bologna bulls were bringing from 10.25-12.00 cwt.

Next Auction Tuesday, Feb. 9th. Phone your consignment in so we may properly advertise them.

SEE YOU NEXT TUESDAY

**Atkinson Livestock Market**  
Phone 5141  
Atkinson, Nebr.

# DE SOTO AUTOMATIC

## with PowerFlite Transmission

Here's how the New 1954 DE SOTO AUTOMATIC puts you ahead Automatically!

**On The Highway!** The new 1954 De Soto Automatic carries out sudden orders swiftly and safely at all speeds! Gives you Full-Time Power Steering, Power Brakes, No-Sway Ride Control! Plus a new type of fully-automatic transmission . . . PowerFlite . . . smoothest and quietest in the industry!

**In Traffic!** The De Soto Automatic responds instantly to your commands.

**In Styling!** The De Soto Automatic introduces new ensemble styling! New beauty outside with long low body, massive new bumpers and grille! And completely new inside with solid-color mouldings, decorator-matched fabrics, elegant hardware, and new contrasting-color instrument panel!

**In Value!** The De Soto Automatic pays exceptional dividends. Whether you choose a Fire Dome V-8 (now upped to 170 hp!) or a Powermaster Six, you are automatically providing for safety, long-range economy, and years of pleasure. There are many more exciting details . . . call us or come in!

Tune in **GROUCHO MARX** weekly on RADIO and TELEVISION (NBC) and "Medallion Theatre" on TELEVISION (CBS)

See and Drive the '54 DeSoto at the Auto Show

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