

WINTER WHEAT CROP SHORTEST IN 2 DECADES

No Drastic Price Changes Are Justified, However, Unless Drouth Continues.

There is nothing in the present condition of growing crops in the United States to indicate any drastic price changes in the grain markets. As the situation stands, it is safe to say that prospects for the wheat crop are subnormal and prospects for corn are abnormal. Both statements must be qualified, and the final outcome of either crop is dependent upon the weather, and the amount and distribution of rainfall during the growing season.

The winter wheat crop probably will be the smallest in twenty years or more. In 1917 the final yield was estimated at 412,000,000 bushels and it does not seem probable that these figures will be exceeded this year. The final yield may be much less; it can hardly be more, and the reason are now apparent. The abandonment was above 9,000,000 acres and about 33,000,000 acres remain for harvest with conditions over large areas below normal.

Wheat is making short heads over a large section of the southwest, and no amount of rain can improve the grain to any appreciable extent after the heads are formed. In those sections of the winter wheat belt where heads have not formed the crops are threatened by a serious lack of both subsoil and surface moisture. The latter condition may be relieved any day, but the lack of snow in the mountains, together with strong winds and high temperatures over all the plains states, makes this somewhat doubtful at this time.

Conditions in the spring wheat country of our own northwest are very unfavorable over large areas, but there is still ample time for a normal yield with rain and good growing weather. Our spring wheat yield last year was over 225,000,000 bushels, and it is doubtful if that will be exceeded in 1925. This means a total of around 600,000,000 to 650,000,000 bushels, compared to a total of 872,000,000 last year.

This loss in the United States may be partially offset by a gain in the Canadian yield over 1924. The crop made about 270,000,000 bushels, against the record crop of 490,000,000 in 1923. The Canadian crop outlook is promising, but a yield of 370,000,000 is about the best that can be safely anticipated. These figures indicate a yield for North America of around 1,000,000,000 bushels more in Canada than last year, and still leaves around 140,000,000 bushels to be made up by foreign countries to equal the world's crop of 1921. All reports from foreign countries are fairly favorable but do not indicate that their increase will offset our shortage.

Considering all these factors, the present price of wheat does not seem too high; in fact, with any losses appearing between this time and harvest in the northern hemisphere, the shortage in bread grains may become acute, and prices during the coming year might go much higher. Our government estimates the world's carryover of wheat on June 29 will be around 125,000,000 bushels, or less than one-half the normal amount.

The oats crop will be largely determined by the same influences which will determine the yield of spring wheat, but we may produce a record crop of corn. The acreage of corn is above normal and the crop will not suffer much from lack of moisture during the next three weeks. A dry June is generally considered ideal for corn, but lack of subsoil moisture will affect the crop this year earlier than usual. The pinch will come in the last half of June, and good rains must come in July and August.

There is no cause for undue alarm at this time, but the crop season is not starting under favorable conditions. Nature may limit production this season and that will inevitably fix the price of grains later in the year.

At this time a strong market is indicated, with higher price levels not impossible in the near future. General rains over most of the corn and wheat belt in the early date would depress prices for a time, but a wheat shortage in this country is practically certain, and prices are likely to reflect this condition.

FARM BUREAU NOTES

Copy for this Department furnished by County Agent

Spray Potatoes
Use 4 to 5 pounds of arsenate of lead to 50 gallons of water; or one pound of paris green to 16 pounds of cheap flour mixed thoroughly and sifted on the vines while the bugs are small.

Aphid or Plant Louse
Use Black Leaf Forty, which you can buy at any drug store. Use with care and as directed.

Control Striped Cucumber Beetle
A mixture of powdered lead arsenate and hydrated lime in the proportion of one to ten by weight is one of the most effective dusts for controlling the striped cucumber beetle, according to the agricultural college at Lincoln. The dust can be placed in a gunny sack and shaken over the plants three or four times daily until vining of the plants begins. Sifted and mixed with plaster or land plaster are frequently used but are not as satisfactory a control.

The striped beetle is one of the worst enemies of the cucumber, melon, squash and other related plants. The beetles attack the plants as soon as they appear above the ground and devour the tender stems and leaflets before the plant is hardly started. Later on they gnaw the older stems and fruits and act as carriers of diseases such as wilt.

JOHN M'DANIEL AN OLD TIME RIVERMAN

Veteran of Many Years on the Old Missouri when Plying Steamers Only Mode of Travel

From Monday's Daily—

There is surviving in this community one of the figures of that most interesting period of the life of the middle west, the river steamboat days, when the busy boats were plying up and down the Missouri river carrying passengers and serving as the link that kept this then unsettled section of the world in touch with the more thickly populated centers to the east.

This man is John McDaniel, one of the real old timers and whose memory covering almost seventy years of life connected with the river service can unfold many an interesting story of life and incidents of the days of real sport from 1860 to 1870 when the steamboats were at their prime and the river towns were centers of all of the life and colorful incidents that pertained to the infowing tide of pioneers to the west.

Mr. McDaniel was born on May 6, 1819 in Andrew county, Missouri, and has spent all of his life in this portion of the west, his life having been spent along the river and in keeping track of the many changes in the conditions of affairs in traffic. Mr. McDaniel has a real storehouse of information.

He came here to Plattsmouth on June 30, 1855 and his parents settled on a farm east of this city in Mills county, Iowa, where he spent his boyhood days until he was old enough to learn a part of the interesting work of the river boatmen, and since that time he has been more or less closely identified with the work along the river. The parents, Mr. and Mrs. James H. McDaniel, resided on the farm until their death.

At the time that the family came here the location east of the city was known as Glenwood landing, the town of Glenwood which predated Plattsmouth by a long period of time being the largest town in this immediate section of the west. There was no railroad through Iowa at that time and it was not until July, 1867 that the K. C. line of the Burlington was built that made the first means of travel in this locality on the rails.

When Mr. McDaniel came here, he states that the Nebraska side of the Missouri was very wild and unsettled and at that time the Indians were still here, leaving shortly after their arrival when the treaty with the United States government was signed which threw this section open for settlement. The Pawnees were the tribe that occupied this territory and held sway over this part of the country, with the Omahas to the north and the Otoes to the south. At that time the Pawnees held their main lodge at the place occupied later by the William Eikenberry farm south of this city, where the chief and the head men of the tribe made their headquarters. Shortly after the McDaniel family reached here, the Indians left as per the stipulations of the treaty and the influx of settlers from the older states in the east commenced to flow in. Mr. McDaniel states that during the days of the civil war there were many coming here from other states to escape the draft law in effect in the civil wars, as the territories did not fall in the provisions of the draft act and anyone who could reach a territory was exempt from the terms of the draft act.

In speaking of the old time residents here at the time that Mr. McDaniel came here, he states that Duke Graves, also living here, was one of his boyhood playmates and he also has the distinction of being one of the oldest of the residents in this section. Others of the residents of this community at that time as collected by Mr. McDaniel were F. S. White, one of the pioneer residents; Charles Robine, long a familiar figure here; E. G. Dovey, who came here in the early sixties to fund the business house on lower Main street that served as the outfitting station for many expeditions to the western country; William Herold, then a young man and James O'Neill, who was one of the men that assisted in the laying out of the townsite here with a man named Martin, they being among the first white men to cross the river here before the departure of the Indians.

Peter A. Sarry, whose life is closely interwoven with the history of this part of the west, was also located at LaPlatte and operated a trading post there that supplied the Pawnees and the whites in this section as well with their foodstuffs and clothing, which was transported up the river in the very occasional boats that came this way.

In speaking of the early days, Mr. McDaniel states that in the year 1861 a ferry boat operated by Peter A. Sarry, was sunk in the river near here and also the "W. W. Walker," one of the earliest boats in operation on the Missouri, was sunk at the foot of Main street in the year 1862, the years having swept in the sands and soil that have long since covered the wreckage that was sunk near where the August Bach farm now is being operated.

In the year 1865 Mr. McDaniel started in on the active work of being a real river pilot and had a job on the "Colorado," that plied between St. Joseph and Omaha. This boat hauled ties up from St. Joseph to Omaha in 1865-66 for the Union Pacific railroad then being constructed and also much of the stone that was used in the building of the Union Pacific bridge at Omaha was hauled by steamer to that place.

One of the early settlements here was at St. Marys, on the Iowa side of the Missouri, just east of the mouth of the Platte, where a very thriving little city existed up until the year 1867 when a sudden change in the course of the river caused the sweeping away of the settlement and in a very short time the fine little place was marked only by the rushing waters of the river, even the burial ground at that place yielding to the ravages of the river and being wiped off the map.

Mr. McDaniel states that in the early spring of 1866 he was on the "General Grant," one of the newer packet boats at that time and which attempted to break through the ice

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This Table of Results

Better Illustrates the Possibilities of Our Plan

IF THE ACCOUNT IS STARTED AT THE AGE OF—

If You Spend	Your Child Will Have in the Bank When the Account Matures												
	1 Yr.	2 Yrs.	3 Yrs.	4 Yrs.	5 Yrs.	6 Yrs.	7 Yrs.	8 Yrs.	9 Yrs.	10 Yrs.	11 Yrs.	12 Yrs.	
\$20 per Month	\$152	\$143	\$133	\$123	\$114	\$104	\$95	\$87	\$78	\$70	\$62	\$54	\$47
\$20 to \$30 per Month	229	214	200	185	171	157	143	130	117	105	93	81	70
\$30 to \$40 per Month	308	287	267	247	228	209	191	173	156	144	124	108	93
\$40 to \$50 per Month	382	355	330	306	282	261	239	217	196	175	155	136	117
\$50 to \$60 per Month	463	429	400	370	341	313	286	260	230	210	186	163	140
\$60 to \$70 per Month	540	503	468	433	399	367	335	304	274	245	217	190	164
\$70 to \$80 per Month	623	573	532	493	455	418	382	347	313	280	248	217	187
\$80 to \$90 per Month	699	649	603	559	515	474	435	395	357	315	278	245	211
\$90 to \$100 per Month	780	711	660	611	564	522	477	434	391	350	310	271	234
\$100 to \$120 per Month	922	859	799	734	682	627	573	520	469	420	372	326	281
\$120 to \$140 per Month	1070	997	926	858	796	731	673	607	548	490	434	380	327
\$140 to \$160 per Month	1246	1146	1064	986	910	836	764	694	626	560	494	434	384
\$160 to \$180 per Month	1398	1298	1203	1118	1030	958	870	790	714	630	556	490	422
\$180 to \$200 per Month	1560	1422	1320	1222	1128	1044	954	863	782	700	620	543	468
\$200 to \$220 per Month	1702	1508	1459	1345	1246	1149	1050	954	860	770	682	597	513

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to a great extent, although he had worked at Sioux City and also at Rulo on transfer boats that were under the command of Captain McPherson and Captain Butt. He later took up work in the Burlington shops here and spent thirty years there in service before he retired.

This fine old pioneer riverman who is now in the twilight of life, has three children, Charles McDaniel of Beard, Nebraska; George of Chadron and Ray of Pocatello, Idaho, to carry on his family and add in the life of the community in which they are located.

WINS FIRST PLACE IN COUNTY SEED CORN SHOW AT CHICAGO

DeForest Philpot of Nehawka took first place in the Cass county seed corn exhibit of the National Seed Corn Show held in Chicago under the auspices of the Sears-Roebuck Agricultural Foundation, according to a report reaching here. His entry was chosen as the best in this

country's display and was awarded the blue ribbon.

The average germination of the corn entered in the county exhibit was 90.9 per cent, the report stated. This is considerably higher than the average found for all Nebraska entries, which was only 61 per cent.

The National Seed Corn Show, of which the Cass county exhibit was a part, was the largest seed corn show ever held. It was designed to call the attention of American corn growers to the condition of their seed corn and the need for germination tests to assure a good crop. Fully 27,411 farms in 45 states had entries in the show, which was in effect a series of 1,731 county exhibits. Each ear was tested for germination and the judges were ten of the leading corn authorities in America.

AN ESTIMATE OF STREET LIGHTING COSTS IN U. S.

The following figures on street lighting charges are given by Professor J. T. Rood, in an article in the April issue of the Wisconsin Engineer:

"In the cities of the United States with populations of 5,000 to 10,000 the average street lighting charge per capita per annum is about 85 cents; from 10,000 to 20,000 population, 88 cents; 20,000 to 50,000, 79 cents; and from 50,000 to 100,000, 69 cents. The average for the United States is about 72 cents. In the middle west, taking into account centers of 5,000 population and over, the annual street lighting charge per capita per annum is: Michigan, 80 cents; Iowa, 66 cents; Wisconsin, 80 cents; Indiana, 77 cents; Illinois, 69 cents; and Wisconsin, 80 cents. For every dollar of city tax the street lighting tax may run 2 cents, to 4.8 cents. For really good street lighting the annual expenditure per capita should not be less than \$1. Only nine states expend more than 90 cents, and of these only four expend more than \$1."

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