

# Nehawka Department!

Prepared in the interests of the People of Nehawka and Surrounding Vicinity Especially for the Journal Readers.

Forest R. Cunningham loaded a car of lumber, which he is shipping to Omaha this week.

Mr. and Mrs. W. O. Troop and family were visiting and looking after some business for the day on last Friday.

Morris Pollard, John Griffin and Charles Burton were in attendance at the ball game at Greenwood last Sunday.

Mrs. W. F. Graham departed for a point in Iowa where she is visiting for some two weeks at the home of relatives.

Mrs. Thor Boyles of Elmwood, and Doris DeVaus, also of that place, were visiting in Nehawka on last Thursday for a short time.

C. Steffens and wife of Lorton were guests at the homes of Mr. and Mrs. Albert Anderson and John H. Steffens and family on last Sunday.

Albert Wolfe and family were attending the ball game which was played between Nehawka and Greenwood last Sunday, driving over in an auto.

Ray Berger of Plattsmouth representing the Plattsmouth Motor company was looking after some business matters in Nehawka on last Monday morning.

James R. Hill harvested his wheat during the early portion of the week, and while the straw was not as plentiful as some years the heads were pretty well filled.

The Rev. W. T. Graham of the Presbyterian church at Murray, accompanied by his two daughters, Misses Helen and Mary, were visiting friends in Dunbar on Monday of this week.

Marion Tucker was looking after some business matters in Nebraska City last Monday morning, driving over in his car to look after some business matters for the store here.

John Opp and family and Delbert Switzer and family were among those who were in attendance at the baseball game which Nehawka played with the town of Greenwood on last Sunday.

Grover Cleveland Hoback and the family, as well as Mr. and Mrs. Chas. Hemphill were spending the day last Sunday along the Weeping Water, at Norman's Ford, where they picniced and fished.

Mrs. T. E. Fulton departed on last Sunday for Topeka, Kansas, where she went for a visit with a sister, Mrs. Olive Lemon, of that place. Mrs. Fulton will visit there for the most of the week.

James R. Hill of north of town with the family, was visiting with friends and relatives in Percival, Iowa, last Sunday they going over to the home of their brother Geo Hill and family in their car.

Henry Johnson was the first to surprise the Greenwood team when he landed a home run which went over the fence and even caused the routers of the Greenwood team to cheer lustily.

Robert Troop and wife, of north of Nehawka, were visiting at Cedar Creek on last Sunday and were at the home of Mr. and Mrs. J. J. Lohnes while there, they being grandparents of Mrs. Troop.

Harry L. Kruger of Plattsmouth, and his crew of workers are doing a very artistic bit of work at the home of G. A. Murdoch, where they are painting the buildings on the farm, both inside and out.

Letters from Stewart Rough are to the effect that he and the good wife are enjoying their visit in the west very much and will expect to remain for some little time yet, when they will drive home in their car.

Justin Strum, Jr., arrived at Chicago, the home of his parents, on Sunday last, and was welcomed by the fond parents. The good news was father and Grandmother Sturm and that was getting along nicely.

Word comes from the south that A. M. Munn, well known here, and who is a civil engineer, is superintending a very important piece of work in his line in draining some of the everglades and swamps of that country.

Robert Troop was on the market last Monday with a car load of each of hogs and cattle, which he has been feeding for some time in his lot and which were surely good stock. They were shipped from Myran, N. J.

J. M. Stone and Mr. Weld were overhauling the truck of Mr. Stone on last Monday and getting it in good condition to work. They were also changing gears so as to speed it up some that they may travel a bit faster.

William Kruger, who has been suffering for some time with a splinter in one eye, had the offensive object removed and is getting along nicely now, and it is hoped that it will soon be well entirely. Mr. Kruger harvested his wheat during the present week.

Clyde Flaischman, who has been in the western portion of the state re-

turned home one day last week and reports things looking fine out there and that there has been more water in that portion of the state than here and the crops are coming fine.

Messrs. Wood and Burton completed the decorating and painting of the school building at Nehawka, about the middle of this week, and have given the building a complete going over, putting it in good condition for the opening of school in September.

There is developing a plentiful supply of chinch bugs in portions of the country, and while they have done practically no damage to the wheat or small grain they are attacking the corn which is greener and more succulent and a greater temptation to the bugs.

Miller and Gruber, with the assistance of C. D. Keltner, have been putting a crossing and sewerage system on main street which will greatly facilitate the getting of the water away when some comes, but the aforementioned water is not plentiful at this time.

Mr. Hall Pollard, who has been at the hospital at Lincoln for some time and where she underwent an operation for gall stones and appendicitis, was able to return home on last Sunday and is getting along nicely now, being very well pleased to be able to get back home again.

Lucaen Carper, of Lincoln, where he is employed, was a visitor in Nehawka last Sunday and attempted to pitch a ball game with a very lame arm, but found it too much for the lame member. Fred Miller then took the box, but the game was well along and was finally won by the boys of Greenwood.

C. D. St. John and family and Eugene Nitzman and family were picnicing at Kamp Kill Karc last Sunday, they had not expected to find the camp there, but when they arrived where they were going they found they were at the camp, and enjoyed the excellent time they had there during the afternoon.

Professor W. L. Burby, who has been superintendent of the Nehawka schools for the past few years, and who has made an excellent man for the position, is moving to Barnston, where he will be superintendent of the schools there. The loss which comes to Nehawka by his departure will be a distinct gain for Barnston and their schools.

E. P. Baldwin and wife and their daughter, Miss Helen, of Stella, and Mrs. Betty Baldwin, of Mobile, Alabama, who has been visiting at the home of Mr. and Mrs. Baldwin, of Stella, and Grandmother Caroline T. Baldwin, mother of Mr. E. P. Baldwin, drove up from Stella, to visit at the home of Mr. and Mrs. B. E. Sumner, the very accommodating agent of the Missouri Pacific at Nehawka. Mr. and Mrs. E. P. Baldwin are the parents of Mrs. Sumner.

Raymond C. Pollard, who has been living in Los Angeles for more than a year, being engaged in the oil business out there, arrived in Nehawka last week, driving through in their car, and found the roads very good most of the way. Even the desert was passed with a certain degree of comfort. They started early in the morning and succeeded in getting well over it by noon. They were pleased to arrive in Nehawka again, where they know everyone and where all their friends were likewise glad to see them.

Philadelphia, June 28.—The saying of grace before meals not only is an excellent religious practice, but also is an excellent aid to digestion, said Dr. Gilbert Fitzpatrick, president of the American Institute of Homeopathy in addressing the annual convention of that organization today. Quite in contrast to the therapeutic value of grace, he added, was the practice of many American business men of carrying their problems to the lunch table.

"Hurry, worry, suspense and friction between people inhibits digestion," he said. "It is the cause of grief or great joy. Laughter and good cheer, on the other hand, are excellent preventatives of indigestion. Consequently, family squabbles, business problems or anything else that disturbs the business of eating and proper digestion are taboo."

THE PERIODICAL INVESTIGATION

Consumption of gasoline during the first four months of this year exceeded that of any similar period—more than 29 per cent greater than first quarter consumption last year. Surplus stocks have been greatly reduced, and an unusually heavy summer demand is expected. A slight increase of crude oil and gasoline has resulted from these unsurpassed demands, and the senate has created the Federal State Commission to investigate the situation, alleging price-fixing methods.

This may result in much testimony being taken during the summer, but the industry appears to have become accustomed to these investigations as they have been almost continuous progress since the close of the war. They all cost the taxpayers money, but they furnish campaign material and jobs for public employes.

Mrs. M. E. Manspacher, head nurse at the Nebraska Masonic Home Infirmary, has for the past several days been at the home of her friend, Mrs. Lena Droege, as her health has been poorly, for some time and she has been confined to the Droege home as the result of the illness.

## RIVER ACTS UP

During the recent rains the bridge across the Nishnabotna river on the Pioneer train near Macedonia was left standing dry and because of the river having changed its course several rods to the west. E. E. Cook, Pottawattamie county engineer, made an investigation the other day and decided that instead of building a new bridge the wisest thing to do under the circumstances is to change the river back to its former channel. Work has not been started yet because of the river still being in a flood condition, but plans are being made and material assembled to put the Nishna back where she belongs and to see that she doesn't take French leave again. —Greenwood Tribune.

## Ex-Governor Sheldon in a Big Political Fight

Seeks to Have Federal Patronage Squabble in Mississippi Cleaned Up and Disgrace Removed.

Washington, D. C. June 27.—George L. Sheldon, who served as a republican governor of Nebraska from 1907 to 1909, and since that time has operated a plantation near Greenville, Miss., is a storm center in Mississippi, involving serious charges against high officials of the Coolidge administration. It became known here today.

Ex-Governor Sheldon left here a few days ago after spending six weeks in Washington airing charges that the republican organization in Mississippi has fallen under control of Negro politicians who are disposing of federal patronage in the state in whatever way they desire without effective interference from Washington.

While here the former Nebraska governor conferred with Senator George Norris, (rep., Neb.), Representative Edgar J. Conroy, (rep., Miss.), and John H. Morehead, democrats of Nebraska and numerous other members of the house and senate.

Sheldon came here with the backing of prominent citizens of his own state for appointment as collector of internal revenue at Jackson, Miss., and office now held by G. L. Donald, a democrat named by President Wilson on August 5, 1919.

Recognized by Coolidge. According to formal charges presented by Representative Jeff Busby (dem., Miss.), in a resolution introduced in the house and confirmed in data filed here by ex-governor Sheldon, Perry W. Howard, negro republican national committee man from Mississippi has been recognized by President Coolidge and Chairman William M. Butler of the national committee as distributor of all federal appointments made by the present administration in the state of Mississippi.

Howard holds office at Washington as a special assistant to the attorney general drawing a salary of six thousand dollars a year. He was appointed by President Harding to this post May 16, 1921.

Representative Busby today told of an official investigation conducted by Messrs. V. C. Clegg and Ben F. Ditts of the postoffice department resulting some months ago in showing that National Committeemen Perry W. Howard was acting with others in disposal of public patronage in Mississippi. On March 9, he introduced a resolution in the house, asking the attorney general to submit to the justice department reports of Inspector T. J. Daniel and F. J. Blake which laid open "a most shameful" situation of disposal of postoffices in Mississippi.

Tells of Situation. Continuing Representative Busby said: "I introduced a letter on the floor of the house on April 29 from Lem E. Oldham, a republican, and on January 25, 1920, district attorney of Mississippi, stating that Chairman Butler and others had prevented these reports from reaching the local prosecuting authorities, and also linking the attorney-general and postmaster-general with the effort to protect Howard and to prevent a public investigation."

"In recent weeks I have conferred several times with ex-Governor Sheldon who is a republican but who served in the Mississippi legislature from 1919 until 1923, having been elected by a democratic constituency without regard to politics. Mr. Sheldon has been fighting the element that is in control of the republican party organization in my state and has the support of all good citizens in his efforts to clean up a situation that is a disgrace to Mississippi."

NEW TYPE TRADE SCHOOL TO OPEN IN CLEVELAND

Cleveland, O., June 28.—A trade school, the first of its kind operated by a board of education, will be opened here next fall to function in conjunction with labor unions and employers and with the co-operation of the Cleveland Board of Education.

The new trade school, the result of a conference between school authorities, the local chamber of commerce, employers and union leaders, was announced by Howard L. Briggs, director of vocational training of the board of education.

Courses in the building trades, auto mechanics and machinists trades have already been outlined in the curriculum. Pupils will spend four home a week in school, for which time they will be paid by their employers at the regular rate of pay, the remainder of the time to be put in "on the job."

Labor unions have agreed to accept diplomas of the school, and will receive graduated into full standing in the respective unions.

## Death Comes as a Result of Earth Quakes in West

Likht Shocks Felt Along Southern California Coast—Child Killed By Falling Chimney.

Los Angeles, Cal., June 29.—A light earthquake was felt along the southern California coast from Santa Barbara southward late today on the anniversary of the quake that last year wrecked the business district of Santa Barbara.

A three year old child was crushed to death beneath a toppling chimney at Santa Barbara, where the shock apparently was the heaviest.

The child, Colin Orr, was playing with other children at a home on Bath street, when killed. None of the other children was injured. The chimney is the only one known to have fallen.

Several plate glass windows were broken at Santa Barbara and cracks in several buildings that had been repaired since last year were reopened.

No serious damage at any point in the zone of the earth disturbance had been reported tonight.

Southern California telephone company officials said that some wires had been "tangled up" in the vicinity of Santa Barbara.

The shock swung doors at Pasadena, swayed hanging electric light drops in Los Angeles, where occupants of office building noticed their chairs doing a mild shimmy along the floor.

The time of the tremor in Los Angeles was 3:22.

Venturia, twenty-nine miles south of Santa Barbara, felt the tremor distinctly and reported two separate seconds.

San Bernardino, east of here and Calexico, in the Imperial Valley, both missed the earth movement.

Santa Barbara, Cal., June 29.—Several walls, cracked by last year's earthquake here, reopened in a light earth tremor felt here about 3:20 p. m. today. The Central building and Masonic temple, repaired with new plaster reopened.

Several plate glass windows were broken in the Pierce Brothers furniture store. Buildings constructed since last year's quake were damaged today.

Washington, D. C. June 29.—Three earthquakes were recorded today on graph. The first began at 9:41 a. m., the tremors dying away about noon. Director Tondorf, who described it as "severe" estimated the distance at 8,200 miles to the south.

The second series of tremors began at 2:02 p. m. reaching a maximum intensity between 2:16 and 2:18 and dying away about 3 o'clock, with the distance estimated at 2,000.

The third, which was less severe than the others, began at 6:38 p. m. continuing about half an hour. The distance was estimated at 2,300 miles from Washington.

## RAILROAD CROSSINGS ARE HAZARDOUS

You are vitally concerned in the hazard at the crossing. There are 242,807 highway crossings passing over railroads. During the past five years, 3,059 were eliminated; yet, because of additions there has been an increase of 14,494 crossings.

Over 20,000,000 automobiles are registered in the United States. Their field of operation is every highway—every crossing.

The 1925 statistics show 2,206 persons were killed and 6,555 injured at such crossings. Automobiles were involved in 84 per cent of these casualties.

The complete separation of railroads from highways would eliminate these mishaps, but its accomplishment will require generations of time, and cost about \$19,000,000,000. Immediate remedies must be sought. The following suggestions are offered:

The separation of the highways from railroads should proceed in an orderly and consistent manner. Public authorities should discourage the creation of new crossings.

Highways should be re-routed, where practicable, to avoid crossing railroads.

Railroad crossings should be clearly and uniformly indicated to highway traveler.

Where it is obligatory to stop before passing over railroad tracks, there should be no equivocation; an actual stop, plus observation, should be the rule.

Every highway traveler should look and listen where such acts will avail him.

Drivers of automobiles should be competent, trustworthy, and of good habits.

Reckless driving over railroad crossings should be condemned.

All efforts to prevent crossing accidents should be encouraged.

The three C's, Cross Crossings Cautiously, should be indelibly impressed upon every driver.

## WILL PREACH HERE

Rev. W. N. Reynolds of New London, Conn., who is visiting in our city at the home of Mr. and Mrs. B. F. Stewart, will preach at the Christian church next Sunday evening at eight o'clock. Rev. Reynolds is a Baptist minister lately of Parkerton, Wyo., three years pastor there.

## GUARD AGAINST FRICTION



### After drags came wheels

Man first carried his burdens. Then he put animals to work for him dragging heavier loads than he could carry. Finally he developed wheels and axles. Wheels mark the dawn of civilization.

From the first wheeled vehicle, with its creaking, wooden axles and solid wooden wheels, to the carefully machined, accurately fitted, silent wheels, shafts and gears of the modern motor, friction has been steadily fought as the most destructive enemy of machinery.

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Use the grade of Polarine recommended for your motor by the oil engineers who wrote the Polarine Chart, and you save your motor from wear and prevent heavy repair bills. And do not forget the instructions of the manufacturer of your car as to draining out the old oil at the proper intervals and refilling with fresh.

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## Tractor's New Uses Studied

Engineers' Society Reviews Progress in the Cheapening of Transportation Costs.

San Francisco.—The caterpillar tractor has modernized the business of farming, and use of fuel oil by railroads has cheapened the cost of transporting farm products to market, engineers from all parts of the United States agreed in discussions at the spring meeting of the American Society of Mechanical Engineers.

The war helped to develop the caterpillar idea, according to these engineers. Intensive study by engineers of the allied governments resulted in the elimination of more than 1,000 parts. It has been made "fool proof" and dust proof, a lumbering, slow-moving machine which has revolutionized the farming industry by its great increase of available horsepower. The comparative decrease of expense for volume of work accomplished has been a factor in cheapening the cost of growing farm products.

Aid in Road Building. Not only on the farm but in road building, beneficial alike to city and rural community, the tractor was shown to be an important factor in the development of farming as a business. New agricultural tools such as giant subsoilers and gopher plows, heavy cultivators and land

levelers have been perfected, and tractor-drawn combined harvesters promise to relieve the horse of much work assigned to him in the past. In the Sierras of California, Oregon and Washington the caterpillar is used to transport 20-ton loads of logs carried under the arch of a mammoth two-wheeled carrier built of steel and equipped with hydraulic lift actuated by tractor power. In the big coast forests the front ends of redwood or Douglas fir logs are carried on low-wheeled "bummers," tractor-drawn. Everywhere the tractor is displacing other methods of power in the production and distribution of farm products and raw materials of forest and farm.

Fuel Oil Called Economical. Use of fuel oil is shown as to economy, approximately a 30 per cent saving over coal in the tons of fuel actually required to be transported for locomotive steam-generating purposes. Two factors enter into the determination of its use, namely, transportation costs and future supply. Tests cited show that when fuel oil in locomotive tenders costs on the average not over 15 per cent more than coal, figuring 3 1/2 barrels of oil per ton of coal, it is the most economical fuel to use. Engineers predict that the supply of fuel oil will keep pace with the demand for railway use for many years to come. The supply, it was pointed out, is far ahead of the demand today in view of the greater amount of crude oil in storage than in 1922, while not more than 500 additional locomotives have been equipped to burn fuel oil since that time.

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